

NACOmatic

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HARRISBURG	HSB	-				
JACKSONVILLE	IJX	-				
JOLIET	JOT	-				
KANKAKEE	IKK	-				
KEWANEE	EZI	-				
LACON	C75	-				
LAWRENCEVILLE	LWV	-				
LINCOLN	AAA	-				
LITCHFIELD	3LF	-				
MACOMB	MQB	-				
MANITO	C45	-				
MARION	MWA	-				
MATTOON-CHARLESTON	MTO	-				

NAME ALTERNATE MINIMUMS
BURLINGTON, WI
 BURLINGTON MUNI RNAV (GPS) Rwy 29
 VOR Rwy 29¹
 NA when local weather not available.
¹Category D, 800-2½.

CAHOKIA/ST. LOUIS, IL
 ST. LOUIS
 DOWNTOWN ILS or LOC Rwy 30L¹²³
 RNAV (GPS) Rwy 12R³¹
¹NA when control tower closed.
²ILS, Category D, 700-2.
³NA when local weather not available.
⁴Category D, 800-2½.

CARBONDALE-MURPHYSBORO, IL
 SOUTHERN ILLINOIS RNAV (GPS) Rwy 18L
 RNAV (GPS) Rwy 36R
 NA when local weather not available.

CHAMPAIGN-URBANA, IL
 UNIVERSITY OF ILLINOIS-
 WILLARD ILS or LOC Rwy 32R¹²
 LOC/DME BC Rwy 14L¹²
 RADAR-1¹
 RNAV (GPS) Rwy 4²
 RNAV (GPS) Rwy 14L²
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 22²
 RNAV (GPS) Rwy 32R²
 RNAV (GPS) Rwy 36²
 VOR Rwy 4²
 VOR/DME Rwy 14L²
¹NA when control tower closed.
²NA when local weather not available.

CHICAGO, IL
 CHICAGO MIDWAY
 INTL VOR/DME RNAV or GPS Rwy 22L
 Category D, 800-2½.

CHICAGO O'HARE INTL ILS or LOC Rwy 9L
 ILS or LOC Rwy 9R
 ILS, LOC, Categories A, B, 1100-2; Categories
 C, D, 1100-3.

LANSING MUNI RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 36
 VOR-A
 NA when local weather not available.

CHICAGO(WEST CHICAGO), IL
 DUPAGE ILS or LOC Rwy 2L
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 20R
 VOR Rwy 10
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
CHICAGO/AURORA, IL
 AURORA MUNI ILS or LOC Rwy 9¹
 ILS or LOC Rwy 33¹²
 RNAV (GPS) Rwy 9¹
 RNAV (GPS) Rwy 33²
¹NA when control tower closed.
²NA when local weather not available.
³ILS, Categories A,B,C,D, 700-2.

**CHICAGO/PROSPECT HEIGHTS/
 WHEELING, IL**
 CHICAGO EXECUTIVE ILS or LOC Rwy 16
 RNAV (GPS) Rwy 16
 NA when local weather not available.

CHICAGO/ROMEOVILLE, IL
 LEWIS UNIVERSITY RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 27
 VOR Rwy 9
 NA when local weather not available.
 Category D, 800-2½.

CHICAGO/WAUKEGAN, IL
 WAUKEGAN RGNL ILS Rwy 23
 NA when control tower closed.

CLINTONVILLE, WI
 CLINTONVILLE MUNI RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 32
 NA when local weather not available.

DANVILLE, IL
 VERMILION RGNL ILS or LOC Rwy 21
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 34
 VOR/DME Rwy 3
 VOR Rwy 21
 NA when local weather not available.

DE KALB, IL
 DE KALB TAYLOR MUNI ... ILS or LOC Rwy 2¹
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 27
 NA when local weather not available.
¹Categories C,D, 700-2.

NAME **ALTERNATE MINIMUMS**
PARIS, IL
 EDGAR COUNTY RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 VOR/DME-A
 NA when local weather not available.

PEORIA, IL
 GENERAL DOWNING-
 PEORIA INTL ILS or LOC Rwy 4
 ILS or LOC Rwy 31
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31
 VOR/DME or TACAN Rwy 31
 NA when local weather not available.

PERU, IL
 ILLINOIS VALLEY RGNL-WALTER A.
 DUNCAN FIELD RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 NA when local weather not available.

PHILLIPS, WI
 PRICE COUNTY RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 NA when local weather not available.

PLATTEVILLE, WI
 PLATTEVILLE MUNI RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 25
 RNAV (GPS) Rwy 33
 NA when local weather not available.

PONTIAC, IL
 PONTIAC MUNI RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 VOR Rwy 24
 NA when local weather not available.

PRAIRIE DU CHIEN, WI
 PRAIRIE DU CHIEN MUNI ... VOR/DME Rwy 29
 Category A/B 1000-2, Category C/D 1200-3.

QUINCY, IL
 QUINCY RGNL-
 BALDWIN FIELD RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31
 RNAV (GPS) Rwy 36
 VOR Rwy 4
 VOR/DME Rwy 22
 NA when local weather not available.

NAME **ALTERNATE MINIMUMS**
RACINE, WI
 JOHN H. BATTEN RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 32
 VOR Rwy 4
 NA when local weather not available.

RANTOUL, IL
 RANTOUL NATL AVN CNTR-
 FRANK ELLIOTT FLD RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 NA when local weather not available.

RHINELANDER, WI
 RHINELANDER-
 ONEIDA COUNTY RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 33
 NA when local weather not available.

RICE LAKE, WI
 RICE LAKE REGIONAL-
 CARL'S FIELD ILS or LOC Rwy 1'
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 VOR Rwy 1
 VOR/DME Rwy 19
 NA when local weather not available.
 'ILS, Category D, 700-2.

SHEBOYGAN, WI
 SHEBOYGAN COUNTY
 MEMORIAL RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 31
 VOR Rwy 3'
 VOR Rwy 21
 NA when local weather not available.
 'Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

SPARTA, IL
 SPARTA COMMUNITY-
 HUNTER FIELD RNAV (GPS) Rwy 36
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
SPRINGFIELD, IL
 ABRAHAM LINCOLN
 CAPITAL ILS or LOC Rwy 4¹²
 ILS or LOC Rwy 22¹²
 RADAR-1²³
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31
 VOR/DME Rwy 4
 VOR/DME Rwy 13
 VOR/DME Rwy 22
 VOR/DME Rwy 31

NA when local weather not available.

¹ILS, Category D, 700-2.

²NA when control tower closed.

³Category E, 800-2¼.

STERLING ROCKFALLS, IL

WHITESIDE CO-
 JOSEPH H BITTORF FIELD NDB Rwy 7
 RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25

NA when local weather not available.

STEVENS POINT, WI

STEVENS POINT
 MUNI RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 30
 VOR/DME Rwy 3
 VOR/DME Rwy 21
 VOR/DME Rwy 30

Category D, 800-2¼.

NA when local weather not available.

STURGEON BAY, WI

DOOR COUNTY
 CHERRYLAND RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20

NA when local weather not available.

TAYLORVILLE, IL

TAYLORVILLE MUNI NDB Rwy 18
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS
TOMAHAWK, WI
 TOMAHAWK RGNL RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 NA when local weather not available.

WATERTOWN, WI

WATERTOWN MUNI RNAV (GPS) Rwy 5¹²
 RNAV (GPS) Rwy 11¹³
 RNAV (GPS) Rwy 23¹²
 RNAV (GPS) Rwy 29¹²
 VOR/DME Rwy 29²

¹NA when local weather not available.

²Category D, 900-3.

³Categories A, B, 900-2; Category C, 900-2¼;
 Category D, 900-3.

WAUKESHA, WI

WAUKESHA COUNTY ILS or LOC Rwy 10¹²
 RNAV (GPS) Rwy 10¹³
 RNAV (GPS) Rwy 28¹³
 VOR-A¹³

¹NA when local weather not available.

²ILS, Category C, 700-2; Category D, 700-2¼.

LOC, Category D, 800-2¼.

³Category D, 800-2¼.

WAUPACA, WI

WAUPACA MUNI RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 28
 NA when local weather not available.

WAUSAU, WI

WAUSAU DOWNTOWN .. RNAV (GPS) Rwy 12
 NA when local weather not available.

WEST BEND, WI

WEST BEND MUNI RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 24
 RNAV (GPS) Rwy 31
 VOR Rwy 24

NA when local weather not available.

RADAR MINS

10098

RADAR INSTRUMENT APPROACH MINIMUMS

CHAMPAIGN/URBANA, IL Amdt. 6A, OCT 28, 2002 (FAA)

ELEV 754

UNIVERSITY OF ILLINOIS-WILLARD

RADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 **A**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	14L		ABC	1100-1	346	(400-1)	D	1100-1½	346	(400-1½)
	32R		ABC	1100/24	351	(400-½)	D	1100/50	351	(400-1)
CIRCLING			A	1160-1	406	(500-1)	B	1220-1	466	(500-1)
			C	1220-1½	466	(500-1½)	D	1320-2	566	(600-2)

When control tower closed, ASR not authorized.

Category D S-32R visibility increased to RVR 6000 for inoperative MALSR.

CHICAGO/ROCKFORD, IL Amdt. 10A, DEC 21, 2006 (FAA)

ELEV 742

CHICAGO/ ROCKFORD INTL

RADAR - 121.0 327.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	1		AB	1160/24	431	(500-½)	C	1160/40	431	(500-¾)
			D	1160/50	431	(500-1)				
	7		AB	1180/24	438	(500-½)	C	1180/40	438	(500-¾)
			D	1180/50	438	(500-1)				
	25		AB	1220-1	485	(500-1)	C	1220-1¼	485	(500-1¼)
			D	1220-1½	485	(500-1½)				
CIRCLING			A	1220-1	478	(500-1)	b	1240-1	498	(500-1)
			C	1240-1½	498	(500-1½)	D	1320-2	578	(600-2)

GREEN BAY, WI

Amdt. 9C, JUL 6, 2006 (FAA)

ELEV 695

AUSTIN STRAUBEL INTL

RADAR - 119.4 338.2 **▽ A**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36		AB	1100/24	418	(500-½)	C	1100/40	418	(500-¾)
			D	1100/50	418	(500-1)				
	24		AB	1120-1	438	(500-1)	C	1120-1¼	438	(500-1¼)
			D	1120-1½	438	(500-1½)				
	18		AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1220-1¼	525	(600-1¼)				
	6		AB	1220/24	528	(600-½)	C	1220/50	528	(600-1)
			D	1220/60	528	(600-1¼)				
CIRCLING			AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1260-2	565	(600-2)				

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.

When control tower closed, ASR not authorized.

EC-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10098

N1

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010


RADAR INSTRUMENT APPROACH MINIMUMS

MADISON, WI

Amdt. 17A, April 8, 2010 (FAA)

ELEV 887

DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7 

ASR	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA/HATH/			MDA-VIS	HAA/HATH/	
21			AB	1360-½	473 (500-½)		C	1360-¾	473 (500-¾)	
			D	1360-1	473 (500-1)		E	1360-1¼	473 (500-1¼)	
36			AB	1360/24	498 (500-½)		C	1360/50	498 (500-1)	
			D	1360/60	498 (500-1¼)		E	1360/1½	498 (500-1½)	
14			AB	1360-1	499 (500-1)		C	1360-1¼	499 (500-1¼)	
			D	1360-1½	499 (500-1½)		E	1360-1¾	499 (500-1¾)	
18			AB	1360/24	500 (600-½)		C	1360/40	500 (600-¾)	
			D	1360/50	500 (600-1)		E	1360/60	500 (600-1¼)	
32			AB	1440-1	579 (600-1)		C	1440-1½	579 (600-1½)	
			D	1440-1¾	579 (600-1¾)		E	1440-2	579 (600-2)	
CIRCLING			A	1440-1	553 (600-1)		B	1460-1	573 (600-1)	
			C	1460-1½	573 (600-1½)		D	1460-2	573 (600-2)	
			E	1700-3	813 (900-3)					

When control tower closed, ASR procedures not authorized.

SPRINGFIELD, IL

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 597

ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0

ASR	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA/HATH/			MDA-VIS	HAA/HATH/	
22			ABC	960-½	363 (400-½)		DE	960-1	363 (400-1)	
31			AB	1240-½	650 (700-1)		C	1240-1¼	650 (700-1¼)	
			D	1240-1½	650 (700-1½)		E	1240-1¾	650 (700-1¾)	
4			ABC	960/24	368 (400-½)		DE	960/50	368 (400-1)	
CIRCLING			AB	1240-1	643 (700-1)		C	1240-1¾	643 (700-1¾)	
			D	1240-2	643 (700-2)		E	1380-2¾	783 (800-2¾)	

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.

For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 1¼; increase S-31 category E visibility to 2¼.

When control tower closed, ASR not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN)

AMDT 1 10266 (FAA)

NOTE: **Rwy 11**, tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL. **Rwy 17**, multiple trees beginning 1274' from DER, 282' left of centerline, up to 67' AGL/606' MSL. Multiple trees beginning 1624' from DER, 115' right of centerline, up to 102' AGL/621' MSL. **Rwy 29**, multiple trees and floodlight on hangar beginning 665' from DER, 406' left of centerline, up to 99' AGL/618' MSL. Multiple trees beginning 1570' from DER, 197' right of centerline, up to 75' AGL/604' MSL. **Rwy 35**, multiple trees and light standard beginning 823' from DER, 478' left of centerline, up to 67' AGL/596' MSL. Multiple trees beginning 1035' from DER, 15' right of centerline, up to 43' AGL/572' MSL.

AMERY, WI

AMERY MUNI (AHH)

AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: **Rwy 18**, towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

NAME TAKE-OFF MINIMUMS

ANTIGO, WI

LANGLADE COUNTY (AIG)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. w/min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8**, Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. **Rwy 16**, Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL. **Rwy 26**, Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

APPLETON, WI

OUTAGAMIE COUNTY RGNL (ATW)

ORIG 10154 (FAA)

NOTE: **Rwy 3**, antenna on building, 266' from DER, 259' right of centerline, 12' AGL/891' MSL. Trees beginning 545' from DER, 467' right of centerline, up to 42' AGL/911' MSL. **Rwy 12**, tree, 85' from DER, 310' left of centerline, 13' AGL/861' MSL. **Rwy 30**, trees beginning 568' from DER, 575' right of centerline, up to 21' AGL/950' MSL.

ASHLAND, WI

JOHN F. KENNEDY MEMORIAL (ASX)
AMDT 1 08157 (FAA)

NOTE: **Rwy 2**, trees beginning 52' from departure end of runway, 209' right of centerline, up to 100' AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSL. Antenna 2411' from departure end of runway, 920' left of centerline, 117' AGL/926' MSL. **Rwy 13**, trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL. Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL. **Rwy 20**, truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL. Trees beginning 206' from departure end of runway, 229' right of centerline, up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. **Rwy 31**, truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL. Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL.

BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)
ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.

DEPARTURE PROCEDURE: **Rwy 14**, southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. **Rwys 19, 32**, southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

BELLEVILLE, IL

SCOTT AFB, MID AMERICA (BLV)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32L**, 300-1½ or std. w/ a min. climb of 250' per NM to 800.

NOTE: **Rwy 32L**, tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL. **Rwy 32R**, trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL. Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS AREA (BCK)
AMDT 1 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1400 before proceeding on course.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 198° to 1400 before turning left.

NOTE: **Rwy 2**, pole 1638' from departure end of runway, 908' right of centerline, 78' AGL/922' MSL. **Rwy 11**, tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

BOLINGBROOK, IL

BOLINGBROOK'S CLOW INTL (1C5)
ORIG 10098 (FAA)

NOTE: **Rwy 18**, multiple buildings and trees beginning 84' from DER, 349' left of centerline, up to 100' AGL/769' MSL. Trees 774' from DER, 163' right of centerline, up to 100' AGL/749' MSL. **Rwy 36**, building and trees beginning 288' from DER, 40' left of centerline, up to 100' AGL/775' MSL. Multiple buildings and sign beginning at DER, 73' right of centerline, up to 50' AGL/700' MSL.

BOSCOBEL, WI

BOSCOBEL (OVS)

AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 600-3 or std. w/ min. climb of 447' per NM to 1300. **Rwy 7**, std. w/ min. climb of 548' per NM to 1500, or 1200-2½ for climb in visual conditions. **Rwy 20**, std. w/ min. climb of 672' per NM to 1400 or 1200-2½ for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 381' per NM to 1300 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1300 before turning south. **Rwy 7**, climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 20**, climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 25**, climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 2**, trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL. Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL. Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. **Rwy 7**, trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL. Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL. **Rwy 20**, tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL. Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. **Rwy 25**, tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline, 40' AGL/737' MSL. Trees 1165' from departure end of runway, 701' left of centerline, 40' AGL/731' MSL. Tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)

ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 1300-2 or std. with a min. climb of 340' per NM to 2700.

NOTE: **Rwy 8**, tower 6.44 NM from departure end of runway, 3378' right of centerline, 1200' AGL/2180' MSL.

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BURLINGTON, WI

BURLINGTON MUNI (BUU)
AMDT 2 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 260' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 1400 before turning.

CABLE, WI

CABLE UNION (3CU)
AMDT 4 99308 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, west departures, climb runway heading to 1900 before turning westbound.

CAHOKIA/ST. LOUIS, IL

ST. LOUIS DOWNTOWN (CPS)
AMDT 8 10266 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 200-1 ¼ or std. with a min. climb of 343' per NM to 700. **Rwy 30L**, 400-2½ or std. with a min. climb of 220' per NM to 900, alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 5**, climb on heading 047° to 900 before turning left. **Rwys 12L, 12R**, climb on heading 122° to 1000 before turning left. **Rwy 23**, climb on heading 227° to 2000 before turning. **Rwys 30L, 30R**, climb on heading 302° to 1600 before turning.

NOTE: **Rwy 5**, obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL. Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL. **Rwy 12L**, tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL. **Rwy 12R**, tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL. Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL. **Rwy 23**, multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL. Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL. **Rwy 30L**, multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL. Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

CANTON, IL

INGERSOLL (CTK)
ORIG 08213 (FAA)

NOTE: **Rwy 9**, tree 1335' from departure end of runway, 772' right of centerline, 100' AGL/749' MSL. **Rwy 36**, tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL.

CARBONDALE/MURPHYSBORO, IL

SOUTHERN ILLINOIS (MDH)
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18L, 18R**, std. w/ min. climb of 225' per NM to 1100, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, for climb in visual conditions, cross Southern Illinois airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 6**, road 179' from DER, 214' left of centerline, 418' MSL. **Rwy 18L**, tree 3235' from DER, 696' right of centerline, 100' AGL/497' MSL. Antenna 2731' from DER, 458' left of centerline, 100' AGL/483' MSL. Tower 2780' from DER, 484' left of centerline, 100' AGL/483' MSL. Pole 1166' from DER, 192' right of centerline, 100' AGL/439' MSL. **Rwy 24**, trees beginning 633' from DER left and right of centerline up to 100' AGL/485' MSL. **Rwy 36L**, trees beginning 480' from DER left and right of centerline up to 100' AGL/479' MSL.

CARMi, IL

CARMi MUNI (CUL)
AMDT 1 83356 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 1000 before turning westbound.

CASEY, IL

CASEY MUNI (1H8)
AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA- Environmental.

NOTE: **Rwy 4**, tank 4010' from DER, 1464' right of centerline, 140' AGL/785' MSL. Vehicle on road 651' from DER, 539' right of centerline, 15' AGL/671' MSL. Trees 998' from DER, 463' right of centerline, 100' AGL/756' MSL. **Rwy 22**, vehicle on road 255' from DER, 399' left of centerline, 15' AGL/671' MSL. Trees 2297' from DER, 766' right of centerline, 100' AGL/756' MSL.

CENTRALIA, IL

CENTRALIA MUNI (ENL)
AMDT 1 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.

CHAMPAIGN/URBANA, IL

UNIVERSITY OF ILLINOIS-WILLARD (CMI)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 041° to 1300 before turning left.

NOTE: **Rwy 4**, trees beginning 56' from departure end of runway, 23' left of centerline, up to 63' AGL/808' MSL. Trees beginning 56' from departure end of runway, 89' right of centerline, up to 98' AGL/843' MSL. **Rwy 14R**, rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline, 37' AGL/780' MSL. **Rwy 18**, Terrain beginning 2' from departure end of runway, from left to right of centerline, up to 0' AGL/749' MSL. **Rwy 32L**, terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.

CHICAGO, IL

CHICAGO MIDWAY INTL (MDW)

AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R**, Climbing right turn to 2400 heading 100° before proceeding on course. **Rwys 13C, 13L, 13R**, Climb heading 135° to 1400 before turning. **Rwys 22L, 22R**, Climb heading 224° to 1300 before turning. **Rwys 31C, 31L, 31R**, Climb heading 315° to 1500 before turning.

NOTE: **Rwy 4L**, fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light poles and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

Rwy 4R, LOC 300' from departure end of runway, on centerline, 10' AGL/614' MSL. Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL. Blast fence 277' from departure end of runway, 45' left of centerline, 9' AGL/613' MSL. Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL. **Rwy 13C**, LOC 248' from departure end of runway, on centerline, 8' AGL/619' MSL. Building 101' from departure end of runway, 254' left of centerline, 14' AGL/625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. **Rwy 13L**, multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. **Rwy 13R**, wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/661' MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52' AGL/661' MSL. **Rwy 22L**, multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL. Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. **Rwy 22R**, multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of centerline, up to 72' AGL/686' MSL.

CHICAGO MIDWAY INTL (CONT)

Rwy 31C, LOC 239' from departure end of runway, on centerline, 10' AGL/617' MSL. Trees beginning 452' from departure end of runway, 454' left of centerline, up to 63' AGL/667' MSL. Spire 2207' from departure end of runway, 699' left of centerline, 78' AGL/684' MSL. Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSL. DME 183' from departure end of runway, 309' right of centerline, 17' AGL/624' MSL. Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway, 1430' right of centerline, 162' AGL/756' MSL. **Rwy 31L**, trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779' from departure end of runway, 26' right of centerline, up to 68' AGL/667' MSL. **Rwy 31R**, multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway, 50' right of centerline, up to 68' AGL/667' MSL.

CHICAGO-O'HARE INTL (ORD)

AMDT 17 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 27L**, std. w/ min. climb of 220' per NM to 1700. **Rwy 27R**, std. w/ min. climb of 228' per NM to 1800. **Rwy 28**, std. w/ min. climb of 222' per NM to 1700. **Rwy 32L**, std. w/ min. climb of 240' per NM to 1800.

NOTE: **Rwy 4L**, buildings beginning 3302' from DER, 1198' right of centerline, up to 109' AGL/751' MSL. **Rwy 4R**, tree 810' from DER, 611' right of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' left of centerline, up to 100' AGL/749' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL. **Rwy 9L**, building 2771' from DER, 1234' right of centerline, 94' AGL/745' MSL. **Rwy 9R**, street light 877' from DER, 689' right of centerline, 40' AGL/673' MSL. Tree 3492' from DER, 1054' left of centerline, 100' AGL/744' MSL. **Rwy 10**, parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 641' left of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. **Rwy 14L**, light poles beginning 981' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 383' right of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' right of centerline, 37' AGL/682' MSL. **Rwy 14R**, parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/736' MSL. **Rwy 22R**, parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL. **Rwy 27L**, parked aircraft on ramp, 70' from DER, 408' left of centerline, 80' AGL/740' MSL. Rod on tower 2591' from DER, 1181' left of centerline, 86' AGL/753' MSL. Parked aircraft on ramp 3627' from DER, 1225' right of centerline, 80' AGL/754' MSL. **Rwy 27R**, tanks beginning 1489' from DER, 886' left of centerline, 53' AGL/726' MSL. Lighted hopper and elevator 2778' from DER, 1020' left of centerline, 111' AGL/776' MSL. **Rwy 28**, trees beginning 1717' from DER, 752' left of centerline, up to 100' AGL/789' MSL. **Rwy 32L**, pole 1993' from DER, 791' left of centerline, 49' AGL/716' MSL.

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CHICAGO, IL (CON'T)

LANSING MUNI (IGQ)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/ min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1200 before proceeding on course.

NOTE: **Rwy 9**, poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL. Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL. **Rwy 18**, trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL.

Rwy 27, hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL. Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL. Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL. **Rwy 36**, pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.

CHICAGO/AURORA, IL

AURORA MUNI (ARR)

AMDT 1 07298 (FAA)

NOTE: **Rwy 9**, vehicle on road 794' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from departure end of runway, on centerline, 100' AGL/819' MSL. **Rwy 15**, multiple trees, power poles and road beginning 900' from departure end of runway, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from departure end of runway, 47' left of centerline, 34' AGL/733' MSL. **Rwy 18**, multiple power poles beginning 1218' from departure end of runway, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from departure end of runway, on centerline up to 100' AGL/809' MSL. **Rwy 27**, vehicle on road 1020' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. **Rwy 33**, multiple trees and road beginning 788' from departure end of runway, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from departure end of runway, 137' left of centerline, up to 38' AGL/747' MSL. **Rwy 36**, tree, pole and fence beginning 31' from departure end of runway, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from departure end of runway, right and left of centerline, 15' AGL/734' MSL.

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE (PWK)

AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with min. climb of 286' per NM to 900.

NOTE: **Rwy 6**, tree 226' from departure end of runway, 226' right of centerline, 51' AGL/691' MSL. **Rwy 12**, antenna 4287' from departure end of runway, 1191' right of centerline, 129' AGL/769' MSL. **Rwy 16**, tree 1572' from departure end of runway, 423' left of centerline, 62' AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. **Rwy 24**, tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL. **Rwy 30**, antenna 5171' from departure end of runway, 758' right of centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. **Rwy 34**, tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY (LOT)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1¼ or std. w/ min. climb of 420' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1300 before turning right.

NOTE: **Rwy 2**, multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL. **Rwy 9**, multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL. **Rwy 27**, multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL (UGN)

ORIG 91122 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

CHICAGO/WEST CHICAGO, IL

DUPAGE (DPA)

ORIG 07354 (FAA)

NOTE: **Rwy 2L**, tree 2249' from departure end of runway, 1065' left of centerline, 15' AGL/831' MSL. **Rwy 2R**, tower 4561' from departure end of runway, 1540' right of centerline, 140' AGL/899' MSL. **Rwy 10**, building 631' from departure end of runway, 611' left of centerline, 15' AGL/777' MSL, tree 872' from departure end of runway, 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/827' MSL, stack 1639' from departure end of runway, 184' left of centerline, 50' AGL/810' MSL. **Rwy 15**, road 267' from departure end of runway, 130' left of centerline, 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL. Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. **Rwy 33**, multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline, 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793' MSL.

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)

AMDT 1 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-environmental. NOTE: **Rwy 4**, trees beginning 382' from departure end of runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. **Rwy 14**, trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. **Rwy 22**, trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. **Rwy 32**, trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.

DANVILLE, IL

VERMILION RGNL (DNV)
ORIG 09183 (FAA)

NOTE: **Rwy 3**, tree 2298' from departure end of runway, 725' right of centerline, 50' AGL/761' MSL. **Rwy 16**, tree 4101' from departure end of runway, 378' left of centerline, 50' AGL/789' MSL. **Rwy 21**, tree 1982' from departure end of runway, 802' left of centerline, 50' AGL/728' MSL. **Rwy 34**, tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL.

DE KALB, IL

DE KALB TAYLOR MUNI (DKB)
AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1400 before proceeding on course.

DECATUR, IL

DECATUR (DEC)

AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 060° to 1700 before turning left. **Rwy 30**, climb heading 300° to 1400 before turning right. **Rwy 36**, climbing left turn to intercept AXC VORTAC R-340 to 2000 before proceeding on course.

NOTE: **Rwy 24**, pole 802' from DER, 664' left of centerline, 30' AGL/704' MSL. Trees beginning 895' from DER, 722' right of centerline, up to 88' AGL/762' MSL. **Rwy 30**, trees beginning 948' from DER, 395' left of centerline, up to 78' AGL/742' MSL. Trees beginning 1314' from DER, 57' right of centerline, up to 90' AGL/739' MSL. **Rwy 36**, trees beginning 1549' from DER, 14' left of centerline, up to 75' AGL/749' MSL. Trees beginning 460' from DER, 84' right of centerline, up to 72' AGL/751' MSL.

DEHAVAN, WI

LAKE LAWN (C59)

AMDT 1 03247 (FAA)

NOTE: **Rwy 18**, trees 150' from departure end of runway, 200' right of centerline, 56' AGL/1023' MSL. Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL. **Rwy 36**, trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL. Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039' MSL. Pole 85' from departure end of runway, 170' left of centerline, 60' AGL/1039' MSL.

DIXON, IL

DIXON MUNI - CHARLES R WALGREEN
FIELD (C73)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-1½ or std. w/ min. climb of 410' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 123° to 1300 before turning right.

NOTE: **Rwy 12**, T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL. **Rwy 8**, vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL. Road 359' from DER on centerline, 796' MSL. **Rwy 26**, trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL. Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)

ORIG 06271 (FAA)

NOTE: **Rwy 4**, road 240' from departure end of runway, 559' right of centerline, 15' AGL/1654' MSL. Terrain 51' from departure end of runway, 288' right of centerline, 0' AGL/1639' MSL. **Rwy 13**, road 268' from departure end of runway, 572' left of centerline, 15' AGL/1654' MSL. **Rwy 22**, road 246' from departure end of runway, 566' right of centerline, 15' AGL/1654' MSL. Multiple trees 476' from departure end of runway, 430' right of centerline, 83' AGL/1722' MSL. Multiple trees 761' from departure end of runway, 147' left of centerline, 96' AGL/1735' MSL.

EAST TROY, WI

EAST TROY MUNI (57C)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA- Environmental.

NOTE: **Rwy 8**, trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL. **Rwy 26**, vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL. Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL. Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL. Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL. Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.

EAU CLAIRE, WI

CHIPPEWA VALLEY RGNL (EAU)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-2 ¾ or std. w/ min. climb of 295' per NM to 1500. **Rwy 32**, 200-1 ½ or std. w/ min. climb of 270' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 138° to 2000 before proceeding on course. **Rwy 22**, climb heading 224° to 1700 before proceeding on course. **Rwy 32**, climb heading 304° to 1700 before proceeding on course.

NOTE: **Rwy 4**, terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL. **Rwy 14**, trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline, 455' AGL/1349' MSL. **Rwy 22**, vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/892' MSL. Trees 639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL. **Rwy 32**, trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL. Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM, IL

EFFINGHAM COUNTY MEMORIAL (1H2)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 220' per NM to 1300 or 1000-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 009° to 1100 before turning left or for climb in visual conditions, cross Effingham County Memorial airport at or above 1400 before proceeding on course. **Rwy 29**, climb heading 294° to 1100 before turning right.

NOTE: **Rwy 1**, vehicles on roadway, 439' from DER, left and right of centerline, up to 15' AGL/600' MSL. Trees beginning 389' from DER, 499' right of centerline, up to 100' AGL/680' MSL. **Rwy 11**, trees beginning 2071' from DER, left and right of centerline, up to 100' AGL/670' MSL. **Rwy 19**, trees beginning 5' from DER, left and right of centerline, up to 100' AGL/670' MSL.

FAIRFIELD, IL

FAIRFIELD MUNI (FWC)

AMDT 2 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a min. climb of 310' per NM to 800. **Rwy 27**, 300-1 or std. with a min. climb of 320' per NM to 600.

FLORA, IL

FLORA MUNI (FOA)

AMDT 1 84047 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 33**, climb runway heading to 1100 before turning left. **Rwy 21**, climb runway heading to 1100 before turning right.

FOND DU LAC, WI

FOND DU LAC COUNTY (FLD)

AMDT 1A 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 2000 before turning north. **Rwy 36**, climb runway heading to 2000 before turning east.

NOTE: **Rwy 9**, control tower 190' from DER, 409' right of centerline, 29' AGL/816' MSL.

FREEPORT, IL

ALBERTUS (FEP)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, NA-Environmental.

NOTE: **Rwy 24**, multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL/903' MSL.

FRIENDSHIP (ADAMS), WI

ADAMS CO. LEGION FIELD (63C)

AMDT 1 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA - unsurveyed turf runways. **Rwy 33**, 500-2 or std. with a min. climb of 400' per NM to 1600.

NOTE: **Rwy 15**, powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL.

Rwy 33, trees 200' from departure end of runway, 200' left of centerline, 57' AGL/1032' MSL. Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL. Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

GALESBURG, IL

GALESBURG MUNI (GBG)

ORIG 10210 (FAA)

NOTE: **Rwy 3**, trees beginning 1372' from DER, 352' right of centerline to 752' right of centerline, up to 55' AGL/819' MSL. **Rwy 10**, trees beginning 326' from DER, 154' right of centerline to 764' left of centerline, up to 63' AGL/820' MSL. Light 3969' from DER, 700' left of centerline 106' AGL/863' MSL. **Rwy 21**, trees beginning 361' from DER, 496' left of centerline, to 657' right of centerline, up to 42' AGL/796' MSL. **Rwy 28**, trees beginning 79' from DER, 138' left of centerline, to 330' right of centerline, up to 29' AGL/786' MSL. Pole 1204' from DER, 372' right of centerline 32' AGL/789' MSL.

GRANTSBURG, WI

GRANTSBURG MUNI (GTG)

ORIG 94230 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1.

GRAYSLAKE, IL

CAMPBELL (C81)

AMDT 1 82063 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1200 before turning.

GREEN BAY, WI

AUSTIN STRAUBEL INTL (GRB)

AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 1300 before turning right. **Rwy 18**, climb heading 182° to 1600 before turning left.

NOTE: **Rwy 18**, tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL.

Rwy 24, trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

GREENVILLE, IL

GREENVILLE (GRE)

ORIG 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.

NOTE: **Rwy 18**, vehicle on road at DER, 376' left of centerline, up to 15' AGL/554' MSL. Trees beginning 534' from DER, 491' right of centerline, up to 100' AGL/639' MSL. Trees beginning 3097' from DER, 54' left of centerline, 100' AGL/629' MSL. **Rwy 36**, vehicle on road at DER, 393' right of centerline, up to 15' AGL/554' MSL.

HARRISBURG, IL

HARRISBURG-RALEIGH (HSB)

AMDT 1 10266 (FAA)

NOTE: **Rwy 6**, trees beginning 62' from DER, 257' left of centerline, up to 100' AGL/519' MSL. Trees and PVC pipe in concrete beginning 627' from DER, 230' left of centerline, up to 100' AGL/519' MSL. Tree 895' from DER, 523' right of centerline, 61' AGL/454' MSL. Tree 5590' from DER, 1383' left of centerline, 100' AGL/539' MSL. **Rwy 14**, vehicle 368' from DER, 594' right of centerline, 15' AGL/394' MSL. Trees beginning 3343' from DER, 1286' left of centerline, up to 100' AGL/509' MSL. **Rwy 24**, trees beginning 919' from DER, 487' right of centerline, up to 100' AGL/509' MSL. Trees beginning 1706' from DER, 420' right of centerline, up to 100' AGL/519' MSL. **Rwy 32**, vehicle 482' from DER, 609' left of centerline, 15' AGL/414' MSL. Trees beginning 1087' from DER, 207' left of centerline, up to 100' AGL/509' MSL. Trees beginning 1616' from DER, 45' right of centerline, up to 100' AGL/509' MSL.

HAYWARD, WI

SAWYER COUNTY (HYR)

AMDT 4 99308

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 300' per NM to 1300. **Rwy 20**, 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34**, 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 1900 before turning eastbound.

JANESVILLE, WI

SOUTHERN WISCONSIN RGNL (JVL)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2½ or std. w/a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

NOTE: **Rwy 4**, Road 342' from departure end of runway, 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL. Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL. Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. **Rwy 32**, Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. **Rwy 36**, tree 1427' from departure end of runway, 108' left of centerline, 42' AGL/851' MSL. Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

JOLIET, IL

JOLIET RGNL (JOT)

AMDT 4 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2 or std. w/a min. climb of 217' per NM to 1000 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER. **Rwy 13**, 600-3 or std. w/a min. climb of 300' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 130° to 1100 before turning left.

NOTE: **Rwy 5**, vehicle on road 98' from DER, 379' left of centerline, up to 15' AGL/599' MSL. Vehicle on road 453' from DER, 602' right of centerline, up to 15' AGL/599' MSL. Trees beginning 500' from DER, 627' left of centerline, up to 100' AGL/654' MSL. Pole 878' from DER, 44' right of centerline, 22' AGL/602' MSL. Trees beginning 853' from DER, 597' right of centerline, up to 100' AGL/734' MSL. Rising terrain beginning 1.7 NM from DER, 68' left of centerline, up to 834' MSL.

Rwy 13, vehicle on road 39' from DER, 491' right of centerline, up to 15' AGL/589' MSL. Vehicle on road 177' from DER, 512' left of centerline, up to 15' AGL/584' MSL. Tower 2 NM from DER, 2601' right of centerline, 420' AGL/973' MSL. Building 567' from DER, 270' right of centerline, 28' AGL/602' MSL. **Rwy 23**, vehicle on road beginning 8' from DER, left and right of centerline, up to 15' AGL/594' MSL. Trees beginning 195' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 31**, buildings beginning 4' from DER, left and right of centerline, up to 100' AGL/606' MSL. Trees beginning 135' from DER, left and right of centerline, up to 100' AGL/675' MSL. Vehicle on road beginning 93' from DER, left and right of centerline, up to 17' AGL/594' MSL. Poles beginning 138' from DER, left and right of centerline, up to 50' AGL/628' MSL.

JUNEAU, WI

DODGE COUNTY (UNU)

ORIG 94286 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1.



KANKAKEE, IL

GREATER KANKAKEE (IKK)
ORIG 07074 (FAA)

NOTE: **Rwy 4**, vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL.

Rwy 16, vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL.

Rwy 22, vehicle on road 1069' from departure end of runway, 622' left of centerline, 15' AGL/653' MSL.

Rwy 34, vehicle on road 831' from departure end of runway, 189' left of centerline, 15' AGL/650' MSL.

Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

KENOSHA, WI

KENOSHA RGNL (ENW)
ORIG 09239 (FAA)

NOTE: **Rwy 7R**, multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL.

Rwy 7L, multiple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. **Rwy 25L**, multiple trees and hangars beginning 10' from DER, 209' right of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL.

Rwy 33, multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL. **Rwy 25R**, trees 2800' from DER, 603' left to right of centerline, 100' AGL/819' MSL.

KEWANEE, IL

KEWANEE MUNI (EZI)
ORIG-A 09351 (FAA)

NOTE: **Rwy 27**, powerlines and utility pole beginning 1424' from DER, 100' right of centerline, up to 79' AGL/925' MSL. Powerlines 2215' from DER, 432' left of centerline, 79' AGL/916' MSL. Tree 2212' from DER, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI

LA CROSSE MUNI (LSE)
AMDT 5 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/min climb of 460' per NM to 1600, or 1400-2½ for climb in visual conditions. **Rwy 13**, std. w/min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 18**, std. w/min. climb of 290' per NM to 1800, or 1400-2½ for climb in visual conditions. **Rwy 21**, std. w/min climb of 430' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 31**, std. w/min. climb of 300' per NM to 2500, or 1400-2½ for climb in visual conditions. **Rwy 36**, std. w/min. climb of 325' per NM to 1800, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 13, 18, 21, 31, 36**, for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 3**, trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL. Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL. Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL. **Rwy 13**, trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL. Trees 2666' from DER, 503' left of centerline, 97' AGL/747' MSL. **Rwy 18**, vehicle and road 685' from DER, 589' left of centerline, 15' AGL/694' MSL. Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. **Rwy 21**, multiple trees beginning 1521' from DER, 586' left of centerline, up to 75' AGL/735' MSL. Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline, 67' AGL/727' MSL. **Rwy 31**, multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/730' MSL. Multiple trees beginning 2499' from DER, 92' right of centerline, up to 139' AGL/789' MSL.

LA POINTE, WI

MADELINE ISLAND (4R5)
ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. w/min. climb of 213' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22**, Climb heading 220° to 1200 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. **Rwy 22**, trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL

MARSHALL COUNTY (C75)
AMDT 2 89236 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 36**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1800 before turning.

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21 OCT 2010 to 18 NOV 2010

LADYSMITH, WI

RUSK COUNTY (RCX)

ORIG 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. with a min. climb of 430' per NM to 1500.**LAKE GENEVA, WI**

GRAND GENEVA RESORT (C02)

ORIG 03079 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climb runway heading to 1500 before turning westbound.**LAND O'LAKES, WI**

KINGS LAND O'LAKES (LNL)

AMDT 4 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-obstacles.NOTE: **Rwy 14**, road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL.**Rwy 32**, trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right of centerline, 125' AGL/1833' MSL.**LAWRENCEVILLE, IL**

LAWRENCEVILLE-VINCENNES INTL (LWV)

ORIG 10294 (FAA)

NOTE: **Rwy 9**, trees and irrigation booms beginning 419' from DER, 78' right of centerline, up to 100' AGL/539' MSL. Trees and irrigation booms beginning 750' from DER, 53' left of centerline, up to 100' AGL/539' MSL.**Rwy 18**, trees and irrigation booms beginning 275' from DER, 299' right of centerline, up to 100' AGL/524' MSL. Irrigation booms beginning 586' from DER, 362' left of centerline, up to 22' AGL/446' MSL. **Rwy 27**, vehicles on road and irrigation booms beginning 312' from DER, 50' right of centerline, up to 23' AGL/447' MSL. Vehicles on road and irrigation booms beginning 310' from DER, 50' left of centerline, up to 24' AGL/448' MSL.**LINCOLN, IL**

LOGAN COUNTY (AAA)

AMDT 1 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-½ or std. with a min. climb of 341' per NM to 800.NOTE: **Rwy 21**, spire 2193' from departure end of runway, 208' left of centerline, 96' AGL/686' MSL.**LITCHFIELD, IL**

LITCHFIELD MUNI (3LF)

AMDT 3 05300 (FAA)

NOTE: **Rwy 9**, tower 1058' left of departure end of runway, 132' AGL/822' MSL.**LONE ROCK, WI**

TRI COUNTY RGNL (LNR)

AMDT 4 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 600-1½, or 1000-2½ for climb in visual conditions. **Rwys 18, 36**, NA-Environmental.DEPARTURE PROCEDURE: **Rwys 9, 27**, for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.NOTE: **Rwy 9**, terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129' MSL. Road beginning 244' from departure end of runway, 330' left of centerline, up to 17' AGL/733' MSL. Terrain and trees beginning 18' from departure end of runway, 235' right of centerline, up to 100' AGL/722' MSL. **Rwy 27**, building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway, 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway, on centerline, up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL/752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.**MACOMB, IL**

MACOMB MUNI (MQB)

AMDT 1 89236 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1700 before turning right. **Rwy 27**, climb runway heading to 1700 before turning left.**MADISON, WI**

BLACKHAWK AIRFIELD (87Y)

ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2 or std. with a min. climb of 220' per NM to 1300.**DANE COUNTY RGNL-TRUAX FIELD (MSN)**

AMDT 7 03219 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. **Rwy 21**, (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.NOTE: **Rwy 36**, tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.**MANITO, IL**

MANITO MITCHELL (C45)

AMDT 2 82105 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 36**, 300-1.**MANITOWISH WATERS, WI**

MANITOWISH WATERS (D25)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environment.NOTE: **Rwy 14**, trees beginning 93' from DER, 225' right of centerline, up to 100' AGL/1709' MSL. Trees beginning 279' from DER, 441' left of centerline, up to 100' AGL/1709' MSL. **Rwy 32**, trees beginning 70' from DER, 343' left of centerline, up to 100' AGL/1714' MSL. Trees beginning 151' from DER, 362' right of centerline, up to 100' AGL/1714' MSL. Road 617' from DER, 44' right of centerline, 15' AGL/1634' MSL.



10294

MANITOWOC, WI

MANITOWOC COUNTY (MTW)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 072° to 1200 before proceeding on course. **Rwy 25**, climb heading 252° to 1200 before proceeding on course.

NOTE: **Rwy 7**, tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL. **Rwy 17**, stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL. Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL. Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL. **Rwy 25**, tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL. **Rwy 35**, trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.

MARION, IL

WILLIAMSON COUNTY RGRL (MWA)

ORIG-A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 600-3 or std. with a min. climb of 235' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 11**, Climb via heading 107° to 1100 before turning left.

NOTE: **Rwy 2**, trees beginning 119' from DER, 265' left of centerline, up to 106' AGL/543' MSL. **Rwy 11**, poles beginning 630' from DER, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1298' from DER, 594' right of centerline, 81' AGL/528' MSL. Tank 5154' from DER, 800' right of centerline, 164' AGL/601' MSL. Tower 3.16 NM from DER, 1.32 NM left of centerline, 490' AGL/980' MSL. **Rwy 20**, trees beginning 1538' from DER, 823' right of centerline, up to 68' AGL/521' MSL.

Rwy 29, wind sock 341' from DER, 291' left of centerline, 11' AGL/461' MSL. Trees beginning 559' from DER, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1347' from DER, 634' right of centerline, 77' AGL/530' MSL.

MARSHFIELD, WI

MARSHFIELD MUNI (MFI)

ORIG 06271 (FAA)

NOTE: **Rwy 34**, multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359' MSL.

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)

AMDT 4 09351 (FAA)

NOTE: **Rwy 11**, trees beginning 1842' from DER, 869' left of centerline, up to 100' AGL/803' MSL.

MEDFORD, WI

TAYLOR COUNTY (MDZ)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL. **Rwy 16**, trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL. Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL. **Rwy 27**, tower 2839' from DER, 1111' left of centerline, 150' AGL/1580' MSL. Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL. Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSL. **Rwy 34**, terrain, trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM)

ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36**, 300-1.

MERRILL, WI

MERRILL MUNI (RRL)

ORIG 07242 (FAA)

NOTE: **Rwy 7**, bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL. Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/1329' MSL. Building 358' from departure end of runway, 451' right of centerline, 21' AGL/1327' MSL. Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. **Rwy 16**, multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439' MSL. **Rwy 25**, bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline, 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL. **Rwy 34**, multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD (C29)

AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. with a min. climb of 468' per NM to 1300. **Rwys 1, 19**, NA-Turf.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 101° to 2600 before proceeding on course.

Rwy 28, climb via heading 281° to 2600 before proceeding on course.

NOTE: **Rwy 28**, multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032' MSL.

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MILWAUKEE, WI

GENERAL MITCHELL INTL (MKE)
AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7R**, 300-1½ or std. with a min. climb of 300' per NM to 1100. **Rwy 31**, 300-1½ or std. w/a min. climb of 257' per NM to 1000.

NOTE: **Rwy 1R**, antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL.

Rwy 1L, fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole, 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL.

Rwy 7R, multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.21 NM from DER, 1164' left of centerline, 180' AGL/891' MSL. **Rwy 7L**, hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL. **Rwy 13**, multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. **Rwy 19L**, tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. **Rwy 19R**, tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL. **Rwy 25L**, tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. **Rwy 25R**, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hanger, 625' from DER, 363' right of centerline, 26' AGL/702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

MILWAUKEE, WI (CON'T)

GENERAL MITCHELL INTL (CON'T)

Rwy 31, fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hanger, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees, beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL. Tank, 1.10 NM from DER, 742' right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC)

ORIG 93035 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R, 15L/R**, climb to 2100 before turning east.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F. LEE MEMORIAL FIELD
(ARV)

ORIG 09351 (FAA)

NOTE: **Rwy 10**, trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL. **Rwy 18**, trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL. **Rwy 28**, trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL.

Rwy 36, trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL. Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.

MOLINE, IL

QUAD-CITY INTL (MLI)

AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 220' per NM to 800. **Rwy 13**, 300-1½ or std. with a min. climb of 250' per NM to 900. **Rwy 23**, 300-1 or std. with a min. climb of 285' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 048° to 3000 before turning left. **Rwy 9**, climb via heading 090° to 1600 before turning. **Rwy 13**, climb via heading 126° to 1600 before turning. **Rwy 23**, climb via heading 228° to 1600 before turning. **Rwy 27**, climb via heading 270° to 1600 before turning. **Rwy 31**, climb via heading 306° to 3000 before turning right.

NOTE: **Rwy 9**, trees 4800' from departure end of runway, 1472' right of centerline, 30' AGL/740' MSL. **Rwy 13**, trees beginning 5117' from departure end of runway, 1351' right of centerline, up to 50' AGL/775' MSL. **Rwy 23**, numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757' MSL.

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MONEE, IL

BULT FIELD (C56)
ORIG 09071 (FAA)

NOTE: **Rwy 9**, vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL. **Rwy 27**, vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL

MONMOUTH MUNI (C66)
AMDT 2 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 400-2.

MONROE, WI

MONROE MUNI (EFT)
AMDT 2 09127 (FAA)

NOTE: **Rwy 2**, vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL. **Rwy 12**, trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL. **Rwy 20**, trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL. **Rwy 30**, trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

MORRIS, IL

MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)
ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. w/min. climb of 320' per NM to 1000.

NOTE: **Rwy 18**, tree 511' from departure end of runway, 607' right of centerline, 100' AGL/659' MSL. Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. **Rwy 36**, trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

MOSINEE, WI

CENTRAL WISCONSIN (CWA)
ORIG 85185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 35**, (northbound departures 350° CW 045°) climbing left turn to 3500 via AUWR-270 before turning on course.

MOUNT CARMEL, IL

MOUNT CARMEL MUNI (AJG)
ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. with a min. climb of 340' per NM to 700.

MOUNT STERLING, IL

MOUNT STERLING MUNI (I63)
ORIG 09183 (FAA)

NOTE: **Rwy 18**, trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. **Rwy 36**, vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, IL

MOUNT VERNON (MVN)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb via heading 331° to 1300 before turning left.

NOTE: **Rwy 5**, multiple trees beginning 1615' from departure end of runway, 7' left of centerline, up to 134' AGL/602' MSL, antenna 2477' from departure end of runway, 990' right of centerline, 79' AGL/547' MSL, tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL. **Rwy 15**, multiple trees beginning 712' from departure end of runway, 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway, 465' left of centerline, 70' AGL/527' MSL, railroad 608' from departure end of runway, 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. **Rwy 23**, multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL, railroad 238' from departure end of runway, 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline, up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. **Rwy 33**, multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585' MSL.

NEW LISBON, WI

MAUSTON-NEW LISBON UNION (82C)
ORIG 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

NEW RICHMOND, WI

NEW RICHMOND RGNL (RNH)
ORIG 07354 (FAA)

NOTE: **Rwy 14**, multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. **Rwy 32**, vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.

OLNEY/NOBLE, IL

OLNEY/NOBLE (OLY)
ORIG 10098 (FAA)

NOTE: **Rwy 3**, trees beginning 11' from DER, 108' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/579' MSL. Trees beginning 1928' from DER, 719' left of centerline, up to 100' AGL/569' MSL. **Rwy 21**, trees beginning 43' from DER, 405' right of centerline, up to 100' AGL/569' MSL. Vehicles on roadway beginning 197' from DER, left and right of centerline, up to 17' AGL/494' MSL. **Rwy 29**, vehicles on roadway beginning 481' from DER, left and right of centerline, up to 15' AGL/504' MSL. Trees beginning 703' from DER, 30' left of centerline, up to 100' AGL/589' MSL. Trees beginning 3791' from DER, left and right of centerline, up to 100' AGL/599' MSL.

OSCEOLA, WI

L.O. SIMENSTAD MUNI (OEO)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-environmental.
NOTE: **Rwy 10**, multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL. **Rwy 28**, multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.

OSHKOSH, WI

WITTMAN RGNL (OSH)
ORIG 08157 (FAA)

NOTE: **Rwy 4**, vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline, up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGL/869' MSL. **Rwy 9**, vehicle on road 620' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223' from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL. **Rwy 13**, trees, buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway, 350' left of centerline, 72' AGL/841' MSL. **Rwy 22**, vehicle on road 830' from departure end of runway, on centerline, 15' AGL/814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSL. Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/883' MSL. **Rwy 27**, trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and traffic signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL. **Rwy 31**, trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL. **Rwy 36**, antenna on building 551' from departure end of runway, 263' right of centerline, 14' AGL/803' MSL.

PARIS, IL

EDGAR COUNTY (PRG)
ORIG 07354 (FAA)

NOTE: **Rwy 9**, trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. **Rwy 27**, elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

PARK FALLS, WI

PARK FALLS MUNI (PKF)
ORIG 99028 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 3400 before turning east.

PAXTON, IL

PAXTON (1C1)
AMDT 1 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 321' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 36**, vehicles on road 439' from DER, crossing from left to right, up to 15' AGL/796' MSL. Trees beginning 557' from DER, 31' right of centerline, up to 60' AGL/849' MSL. Tower 1.1 NM from DER, 1761' left of centerline, 179' AGL/983' MSL.

PEKIN, IL

PEKIN MUNI (C15)
ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27**, rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

PEORIA, IL

GENERAL DOWNING - PEORIA INTL(PIA)
ORIG 05076 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 126° to 1400 before turning left.
NOTE: **Rwy 4**, tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. **Rwy 13**, multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. **Rwy 22**, tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. **Rwy 31**, tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

PEORIA, IL (CON'T)

MOUNT HAWLEY AUXILIARY (3MY)
AMDT 2A 10154 (FAA)

NOTE: **Rwy 18**, train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. **Rwy 36**, rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL. Antenna 2711' from DER, 655' left of centerline, 61' AGL/858' MSL.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A.
DUNCAN FIELD (VYS)
ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 195° to 1400 before turning east.

PHILLIPS, WI

PRICE COUNTY (PBH)
ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with climb of 240' per NM to 1800.

PLATTEVILLE, WI

PLATTEVILLE MUNI (PVB)
ORIG 09239 (FAA)

NOTE: **Rwy 7**, vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL. Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL. Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL. Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL. **Rwy 25**, tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL. **Rwy 15**, tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL. Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

PONTIAC, IL

PONTIAC MUNI (PNT)
ORIG 08213 (FAA)

NOTE: **Rwy 24**, multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway, 1040' left of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway, 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL

POPLAR GROVE (C77)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1 or std. with a min. climb of 310' per NM to 1000. **Rwys 9, 12, 17, 27, 35**, NA.

PORTAGE, WI

PORTAGE MUNI (C47)
AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 22**, 300-1 or std. with a min. climb of 265' per NM to 1000.

PRAIRIE DU CHIEN, WI

PRAIRIE DU CHIEN MUNI (PDC)
AMDT 3 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29, 32**, 800-2 or std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 11, 29, 14, 32**, climb to 2000 before turning on course.

NOTE: **Rwy 29**, tower 9416' right of departure end of runway, 300' AGL/1440' MSL.

PRAIRIE DU SAC, WI

SAUK-PRAIRIE (91C)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course.

NOTE: **Rwy 18**, utility pole, 330' from departure end of runway, 325' right of centerline, 19' AGL/839' MSL. Trees beginning 802' from departure end of runway, 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL. **Rwy 36**, navigation light top 15' from departure end of runway, 35' right of centerline, 2' AGL/833' MSL. Navigation light top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL. Silo top 855' from departure end of runway, 414' left of centerline, up to 33' AGL/864' MSL. Trees beginning 967' from departure end of runway, 611' left of centerline, up to 60' AGL/891' MSL.

QUINCY, IL

QUINCY RGNL-BALDWIN FIELD (UIN)
ORIG 07242 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL. **Rwy 18**, multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. **Rwy 22**, tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. **Rwy 36**, multiple trees beginning 4' from departure end of runway, 165' right of centerline, up to 91' AGL/820' MSL.

RACINE, WI

JOHN H. BATTEN (RAC)

AMDT 5 10042 (FAA)

NOTE: **Rwy 32**, blast fence 18' from DER, 103' left of centerline 10' AGL/682' MSL. Vehicle on road 11' from DER, left and right of centerline, 15' AGL/688' MSL. Antennas beginning 143' from DER, 209' left of centerline up to 63' AGL/736' MSL. Obstruction light on pole 215' from DER, 116' right of centerline 25' AGL/698' MSL. Trees beginning 97' from DER, 66' left of centerline up to 72' AGL/748' MSL. Trees beginning 357' from DER, 292' right of centerline up to 59' AGL/732' MSL. **Rwy 14**, vehicle on road beginning 184' from DER, right and left of centerline, up to 15' AGL/672' MSL. Tree 19' from DER, 314' left of centerline, 55' AGL/702' MSL. Trees beginning 71' from DER, 2' right of centerline, up to 100' AGL/753' MSL. Obstruction light on light stand 361' from DER, 525' right of centerline, 60' AGL/717' MSL. Antenna 821' from DER, 375' left of centerline, 48' AGL/698' MSL.

Rwy 4, railroad beginning 18' from DER, right and left of centerline, up to 23' AGL/676' MSL. Trees beginning 195' from DER, 124' left of centerline, up to 52' AGL/712' MSL. Vehicle on road beginning 159' from DER left and right of centerline up to 15' AGL/675' MSL. Trees beginning 64' from DER, 96' right of centerline up to 65' AGL/711' MSL. Poles beginning 220' from DER, 309' left of centerline, up to 45' AGL/695' MSL. Pole 688' from DER, 419' right of centerline, 53' AGL/697' MSL. **Rwy 22**, vehicle on road, 26' from DER, right and left of centerline, 15' AGL/691' MSL. Light standard, 35' from DER, 426' left of centerline, 21' AGL/694' MSL. Trees beginning 252' from DER, 168' left of centerline, up to 86' AGL/713' MSL. Trees beginning 205' from DER, 37' right of centerline, up to 87' AGL/763' MSL. Antenna 3842' from DER, 1213' right of centerline, 104' AGL/797' MSL.

RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK

ELLIOTT FLD (TIP)

ORIG 08101 (FAA)

NOTE: **Rwy 9**, Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

REEDSBURG, WI

REEDSBURG MUNI (C35)

AMDT 1 85325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 300-1.

DEPARTURE PROCEDURE: **Rwy 25**, climb to 2300 on runway heading before turning northbound.

Rwy 36, climb to 2300 on runway heading before turning westbound.

RHINELANDER, WI

RHINELANDER-ONEIDA COUNTY (RHI)

AMDT 4 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 230' per NM to 3900 before turning, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Rhinelander-Oneida County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 9**, tree 3101' from DER, 1084' right of centerline, 61' AGL/1686' MSL. Tree 3117' from DER, 1194' left of centerline, 67' AGL/1685' MSL. **Rwy 15**, multiple trees beginning 624' from DER, 283' right of centerline, up to 63' AGL/1684' MSL. Multiple trees beginning 663' from DER, 376' left of centerline, up to 52' AGL/1660' MSL. Fence beginning 62' from DER, 482' left of centerline, up to 13' AGL/1625' MSL. Pole 729' from DER, 449' right of centerline, 22' AGL/1634' MSL. **Rwy 33**, multiple trees beginning 890' from DER, 234' right of centerline, up to 98' AGL/1709' MSL. Multiple trees beginning 187' from DER, 106' left of centerline, up to 83' AGL/1678' MSL. Poles beginning 1755' from DER, 297' right of centerline, up to 80' AGL/1691' MSL. Poles beginning 866' from DER, 106' left of centerline, up to 74' AGL/1669' MSL.

RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD)

ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. **Rwy 31**, climb via heading 310° to 1900 before turning left.

NOTE: **Rwy 13**, trees 1550' from departure end of runway, 200' right of centerline, 67' AGL/1167' MSL. **Rwy 19**, trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. **Rwy 31**, trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)

AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,17**, NA. **Rwy 27**, 400-2 or std. with a min. climb of 491' per NM to 1300. **Rwy 35**, 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

ROBINSON MUNI (RSV)

ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees 2285' from departure end of runway, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. **Rwy 17**, tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. **Rwy 27**, trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. **Rwy 35**, road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

ROCHELLE, IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD
(RPJ)

AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: **Rwy 7**, tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD
(3K6)

ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1.

SALEM, IL

SALEM-LECKRONE (SLO)

AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-2 or std. with a min. climb of 280' per NM to 900.

SHAWANO, WI

SHAWANO MUNI (E2S)

AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 600-3 or std. w/ min. climb of 329' per NM to 1600. **Rwy 17**, 300-2 or std. w/ min. climb of 245' per NM to 1200. **Rwy 29**, 300-1½ or std. w/ min. climb of 248' per NM to 1100.

NOTE: **Rwy 11**, tower 2.3 NM from departure end of runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. **Rwy 17**, multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL. Elevator 5839' from departure end of runway, 738' right of centerline, 149' AGL/979' MSL. **Rwy 29**, multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019' MSL. **Rwy 35**, ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway, 724' left of centerline, up to 100' AGL/909' MSL.

SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM)

AMDT 1 09351 (FAA)

NOTE: **Rwy 13**, vehicle on road 744' from DER, west to east, 15' AGL/764' MSL. Trees beginning 302' from DER, 105' left of centerline, up to 56' AGL/796' MSL. **Rwy 21**, vehicle on road 143' from DER, east to northwest, 15' AGL/774' MSL. Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL. Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL. Tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL. Obstruction light on localizer, 157' from DER, 4' left of centerline, 11' AGL/750' MSL. Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL. **Rwy 31**, pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL. Trees 70' from DER, 352' right of centerline, 56' AGL/806' MSL. Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL. Trees 2227' from DER, 17' right of centerline, 71' AGL/821' MSL. Trees 1604' from DER, 32' left of centerline, 92' AGL/842' MSL. Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL.

SHELBYVILLE, IL

SHELBY COUNTY (2H0)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 14, 32**, NA-Environmental.

NOTE: **Rwy 18**, vehicle on roadway 529' from DER, left and right of centerline, 15' AGL/634' MSL. Building 716' from DER, 561' left of centerline, 25' AGL/644' MSL. Trees 1755' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 36**, vehicle on roadway 665' from DER, left and right of centerline, 15' AGL/644' MSL. Trees beginning 835' from DER, 653' right of centerline, up to 100' AGL/709' MSL. Trees beginning 1500' from DER, 819' left of centerline, up to 100' AGL/709' MSL.

SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 200-1½ or std. w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 32**, 200-1 ¼ or std. w/ min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 14**, Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. **Rwy 32**, vehicle and road 84' from departure end of runway, 3' left of centerline, up to 15' AGL/1264' MSL. Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/1272' MSL. Trees 2467' from departure end of runway, 853' right of centerline, up to 100' AGL/1349' MSL. Trees 2645' from departure end of runway, 100' left of centerline, up to 100' AGL/1419' MSL.

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD (SAR)
ORIG 04106 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.

SPARTA, WI

SPARTA/FORT MC COY (CMY)
AMDT 1 90123 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 11, 29**, climb on runway heading to 1400' before turning on course.

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)
ORIG 05300 (FAA)
NOTE: **Rwy 4**, multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. **Rwy 13**, bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL. **Rwy 18**, tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM from departure end of runway, 1.2 NM left of centerline, 405' AGL/1000' MSL. **Rwy 31**, multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL. **Rwy 36**, multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670' MSL. Rod on tower 2397' from departure end of runway, 501' right of centerline, 55' AGL/653' MSL.

STERLING-ROCKFALLS, IL

WHITESIDE COUNTY-JOSEPH H. BITTORF FIELD (SQI)
ORIG 08325 (FAA)
NOTE: **Rwy 7**, elevator 3095' from departure end of runway, 1099' right of centerline, 91' AGL/741' MSL. **Rwy 18**, vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL. Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway, 120' right of centerline, 29' AGL/669' MSL. Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. **Rwy 25**, multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL. **Rwy 36**, vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL. Tree 564' from departure end of runway, 103' right of centerline, 11' AGL/662' MSL.

STEVENS POINT, WI

STEVENS POINT MUNI (STE)
ORIG 09015 (FAA)
NOTE: **Rwy 3**, trees beginning 1175' from departure end of runway, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from departure end of runway, 556' right of centerline, 62' AGL/1181' MSL. **Rwy 21**, trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline, up to 45' AGL/1153' MSL. **Rwy 12**, poles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL. Trees beginning 757' from departure end of runway, 27' right of centerline, up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. **Rwy 30**, building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL. Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81' AGL/1210' MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1700 before turning east.
NOTE: **Rwy 2**, 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. **Rwy 10**, 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. **Rwy 20**, multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. **Rwy 28**, vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.

SUPERIOR, WI

RICHARD I. BONG (SUW)
AMDT 5 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2500 before turning west. **Rwy 31**, climb runway heading to 2500 before turning north.

TAYLORVILLE, IL

TAYLORVILLE MUNI (TAZ)
ORIG 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-no survey data.
NOTE: **Rwy 18**, numerous trees 1000' from departure end of runway, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL. **Rwy 36**, numerous trees 1580' from departure end of runway, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAHAWK, WI

TOMAHAWK RGNL (TKV)
ORIG 08269 (FAA)

NOTE: **Rwy 9**, tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. **Rwy 27**, tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL. Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGL/1495' MSL.

VIROQUA, WI

VIROQUA MUNI (Y51)
ORIG-A 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-unsurveyed turf runways. **Rwy 11**, NA. Obstacle.

VOLK FIELD (KVOK)

CAMP DOUGLAS, WI. 07186

TAKE-OFF OBSTACLES: **Rwy 27**: Trees 80' AGL/1019' MSL, 2537' from DER, 983' right of centerline. Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. **Rwy 9**: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline.

WATERTOWN, WI

WATERTOWN MUNI (RYV)

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 2500 before heading west. **Rwy 29**, climb runway heading to 2500 before turning north.

WAUKESHA, WI

WAUKESHA COUNTY (UES)
AMDT 6 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-2½ or std. with a min. climb of 316' per NM to 1400.

NOTE: **Rwy 10**, light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL. **Rwy 18**, vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL. **Rwy 28**, vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL. **Rwy 36**, rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI

WAUPACA MUNI (PCZ)
AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-2 or std with a min. climb of 317' per NM to 1300.

NOTES: **Rwy 10**, trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. **Rwy 13**, road and vehicle 240' from departure end of runway, 275' right of centerline, 29' AGL/832' MSL. **Rwy 28**, trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL. **Rwy 31**, trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI

WAUSAU DOWNTOWN (AUW)
AMDT 4 86044 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1.

Rwy 4, 400-1. **Rwy 12**, 300-1. **Rwy 22**, 700-1.

DEPARTURE PROCEDURE: **All runways**: West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course.

Rwy 4, North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.

**WAUTOMA, WI**

WAUTOMA MUNI (Y50)

ORIG 98225 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1800 before turning north.**WEST BEND, WI**

WEST BEND MUNI (ETB)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1½ or std. w/a min. climb of 260' per NM to 1200. **Rwy 24**, 300-2 or std. w/a min. climb of 250' per NM to 1400. **Rwy 31**, 300-1½ or standard w/a min. climb of 220' per NM to 1100.

NOTE: **Rwy 6**, vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL. Trees beginning 85' from DER, 2' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 47' from DER, 91' right of centerline, up to 100' AGL/886' MSL. **Rwy 13**, trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL. **Rwy 24**, trees beginning 114' from DER, 74' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL. Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL. **Rwy 31**, vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL. Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' MSL. Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL. Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

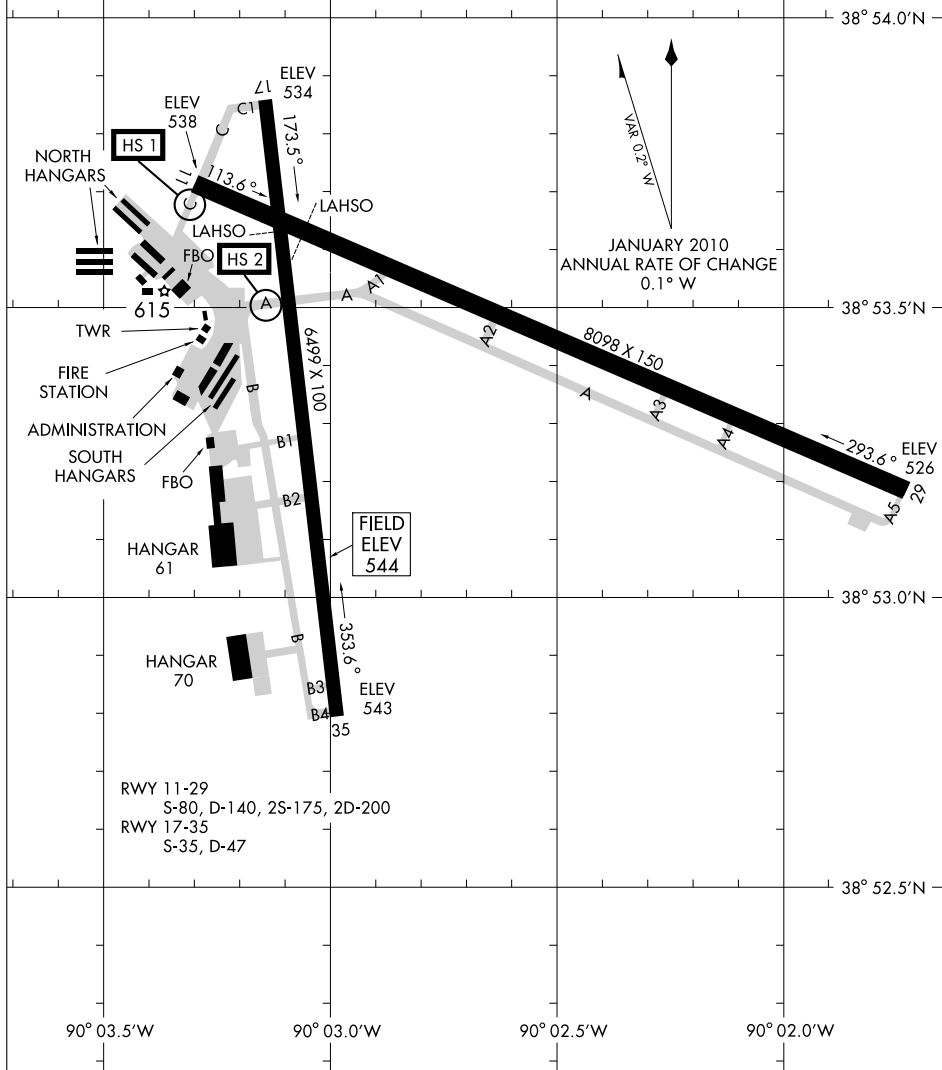
AL-5178 (FAA)

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

ATIS
128.0
REGIONAL TOWER ★
126.0 239.0
GND CON
120.2
CLNC DEL
120.2

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

ST LOUIS (ALTON, IL)

ST LOUIS RGNL (ALN) 4 E UTC-6(-5DT) N38°53.40' W90°02.76'

ST LOUIS

544 B S4 FUEL 100LL, JET A OX 1, 3 ARFF Index-See Remarks NOTAM FILE ALN

H-5D, L-27C, A

RWY 11-29: H8098X150 (ASPH-GRVD) S-80, D-140, 2S-175, 2D-200 HIRL

IAP

RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 46'. Hangar.

RWY 29: MALSR.

RWY 17-35: H6499X100 (ASPH) S-35, D-47 MIRL

RWY 17: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 45'. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 29	17-35	6850
RWY 35	11-29	5100

AIRPORT REMARKS: Attended 1200-0400Z†. For attendant other hrs call 618-259-3230 or 258-1005. Class IV, ARFF Index A. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call arpt manager 618-259-2531. Index E firefighting equipment avbl with 30 minutes notice and prior permission of arpt manager. When twr closed HIRL Rwy 11-29 and MIRL Rwy 17-35 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.0 (618) 259-7231. LAWRS.**COMMUNICATIONS:** CTAF 126.0 ATIS 128.0 UNICOM 122.95

RCO 122.05 (ST LOUIS RADIO)

① APP/DEP CON 124.2 CLNC DEL 120.2 (0400-1300Z†)

RGNL TOWER 126.0 (1300-0400Z†) GND CON 120.2

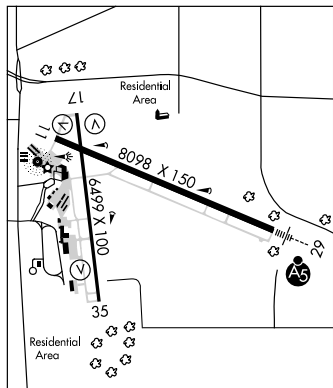
AIRSPACE: CLASS D svc 1300-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 323° 10.9 NM to fld. 570/4E.

CIVIC MEMORIAL NDB (MHW) 263 CVM N38°53.54' W90°03.38' at fld. NOTAM FILE ALN.

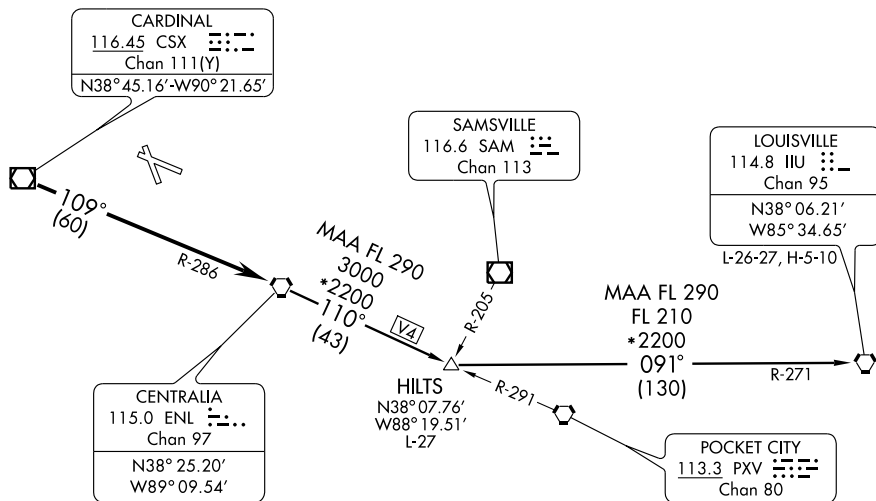
ALPOS NDB(LOM) 218 AL N38°51.30' W89°56.28' 291° 5.5 NM to fld.

ILS/DME 108.5 I-ALN Chan 22 Rwy 29 LOM ALPOS NDB. Unmonitored when twr clsd. LOC BC unusable byd 18° left and 23° right of course.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

BLUES TWO DEPARTURE

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

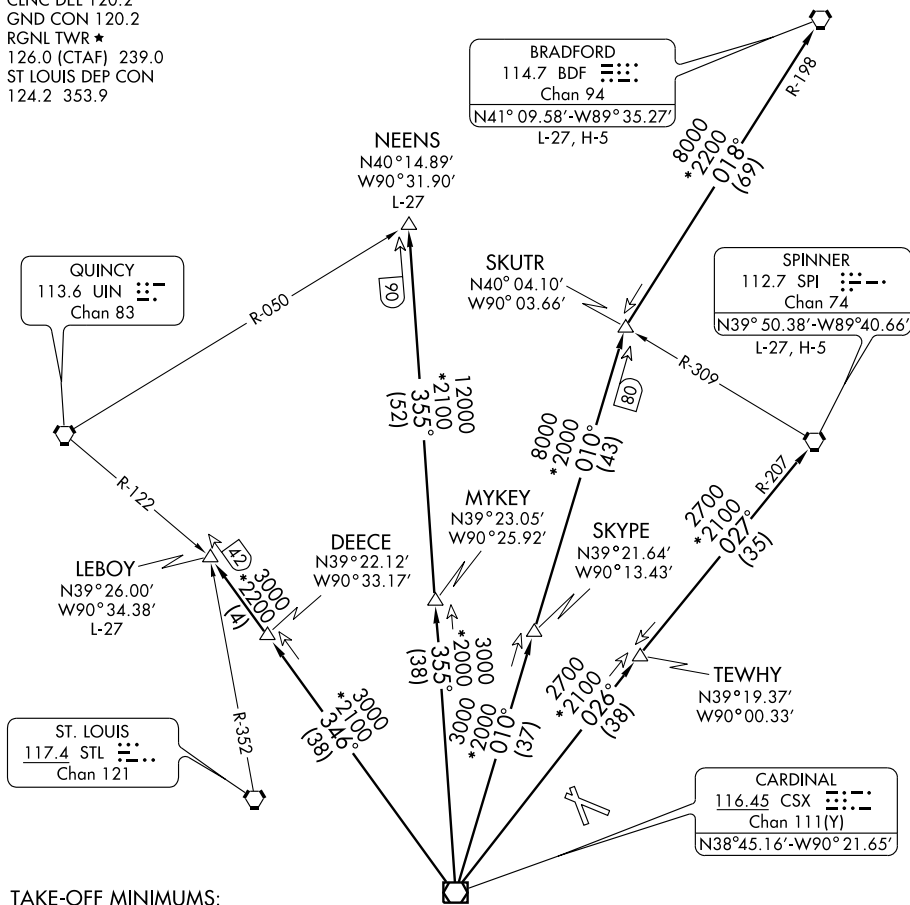
BLUES TWO DEPARTURE

(BLUES2.STL) 08269

ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

CARDS SEVEN DEPARTURE

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



TAKE-OFF MINIMUMS:

Rwys 11, 17, 29, 35: STANDARD.

TAKE-OFF OBSTACLE NOTES:

- Rwy 11: Tree 1876' from DER, 834' left of centerline, 65' AGL/575' MSL.
Light Pole 1067' from DER, 667' left of centerline, 25' AGL/554' MSL.
- Rwy 17: Multiple Trees beginning 1520' from DER, 859' right of centerline, 82' AGL/621' MSL.
Tree 1794' from DER, 410' left of centerline, 59' AGL/598' MSL.
- Rwy 29: Multiple Trees beginning 1318' from DER, 494' left of centerline, 59' AGL/579' MSL.
Light Pole 663' from DER, 528' left of centerline, 10' AGL/559' MSL.
Tree 1481' from DER, 501' right of centerline, 66' AGL/578' MSL.
- Rwy 35: Multiple trees and Light Pole beginning 980' from DER, 574' left of centerline, 67' AGL/596' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NOTE: DME and RADAR REQUIRED.

CARDS SEVEN DEPARTURE

CARDS SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION [GATWY4.BIB]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION [GATWY4.VHP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC. CREEP TRANSITION [GATWY4.CREEP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

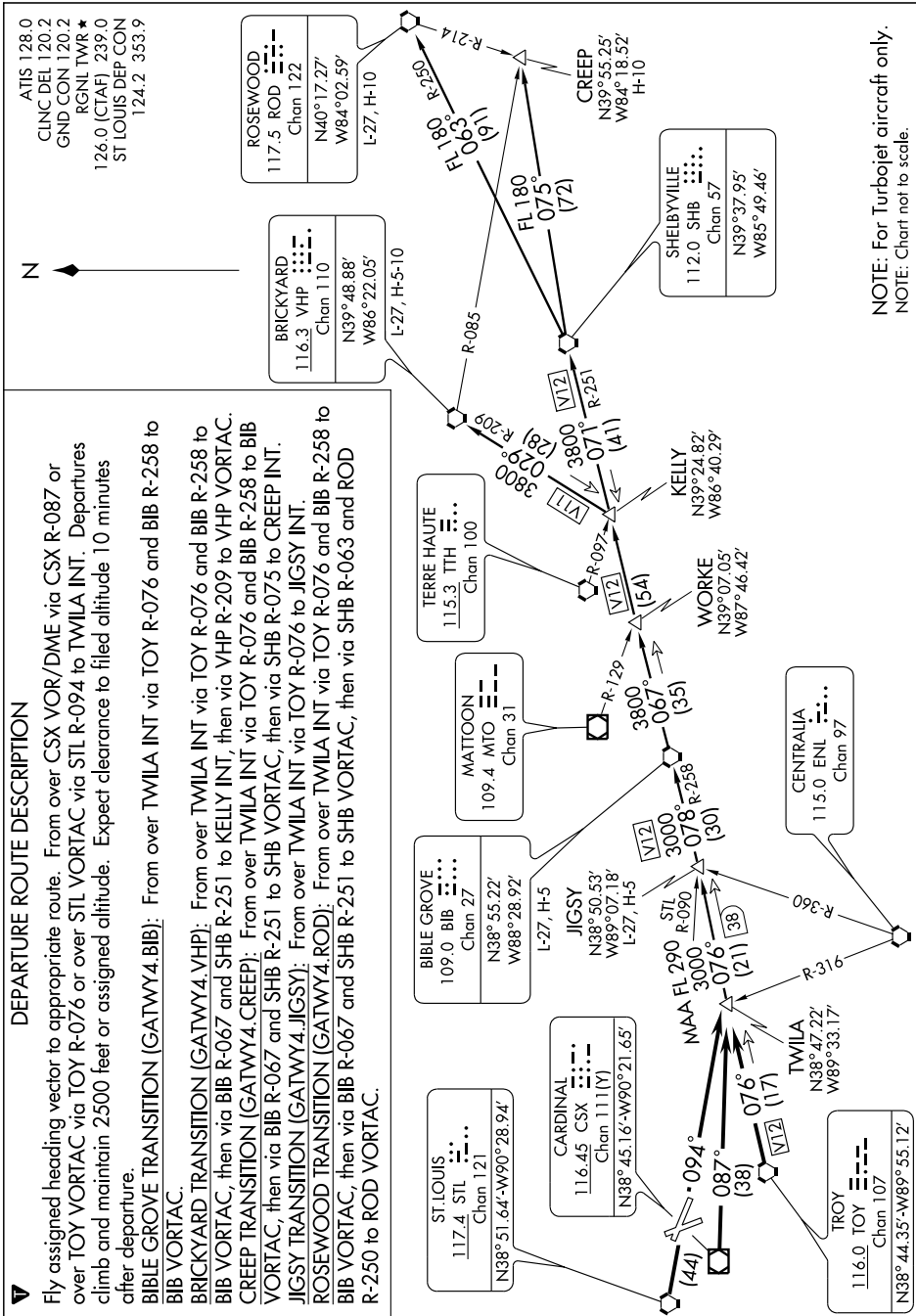
JIGSY TRANSITION [GATWY4.JIGSY]: From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION [GATWY4.ROD]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

GATEWAY FOUR DEPARTURE
(GATWY4.STL)

08325

SL-5178 (FAA)

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS- WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTHERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME 108.5 Chan 22	I-ALN	APP CRS 291°	Rwy Idg TDZE Apt Elev	8098 531 544
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ILS or LOC RWY 29

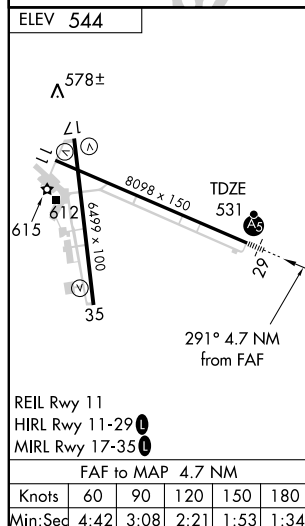
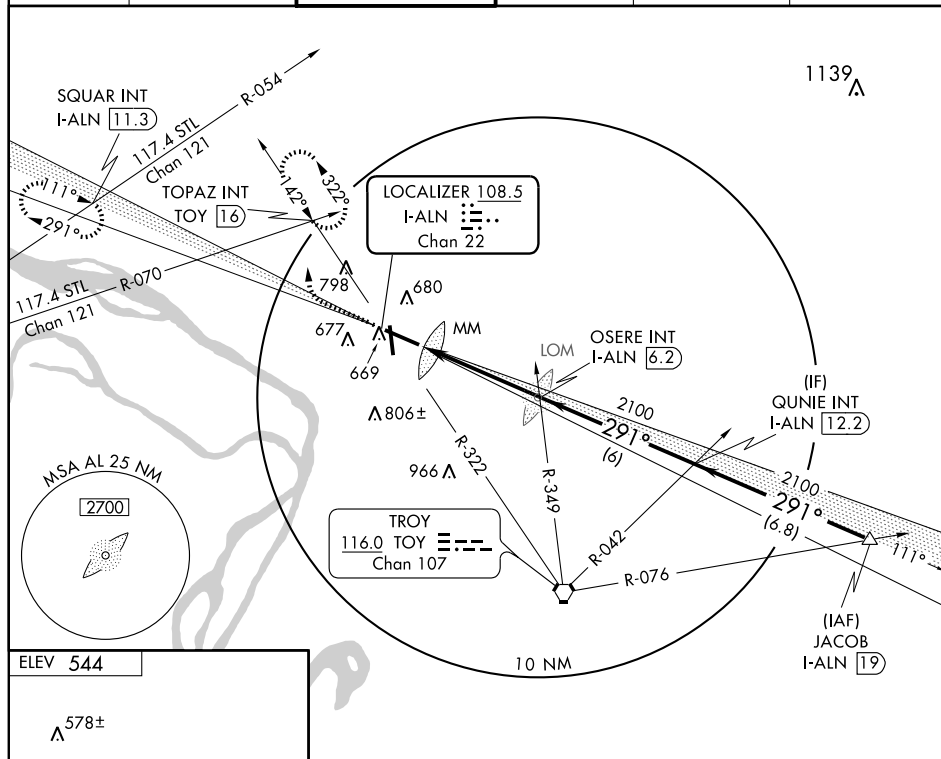
ALTON/ST. LOUIS RGNL (ALN)

- ▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs/MDAs 60 feet.
- ▲ VDP NA when Lambert-St Louis Intl altimeter setting.



MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 via HDG 310° and TOY VORTAC R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0 (CTAF) 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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1000	2200	TOY R-322	TOPAZ INT TOY 16	OSERE INT I-ALN 6.2	QUINIE INT I-ALN 12.2	JACOB I-ALN 19	Procedure Turn NA
hdg 310°							
I-ALN 1.5	I-ALN 2.3						
0.4	0.4	3.9 NM	6 NM	6.8 NM			
CATEGORY	A	B	C	D			
S-ILS 29	731-½ 200 (200-½)						
S-LOC 29	840-½ 309 (300-½)						840-¾ 309 (300-¾)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)			

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

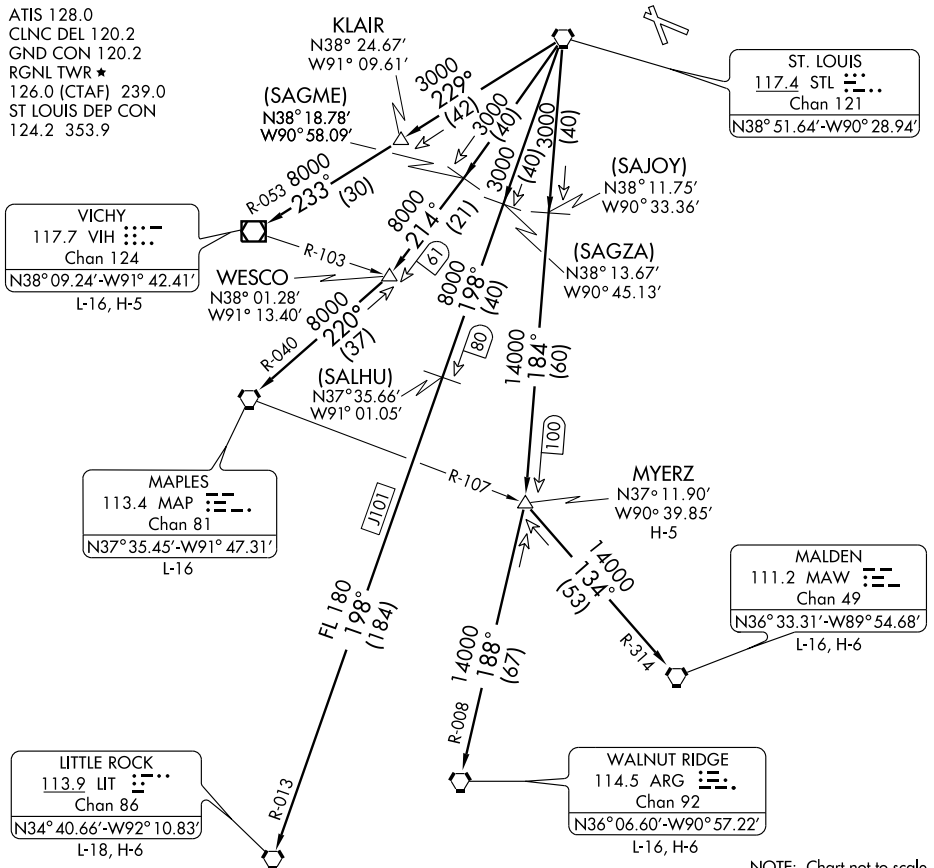
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAO VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

LINDBERGH TWO DEPARTURE

NDB CVM 263	APP CRS 186°	Rwy Idg TDZE Apt Elev	6499 542 544
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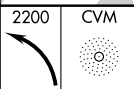
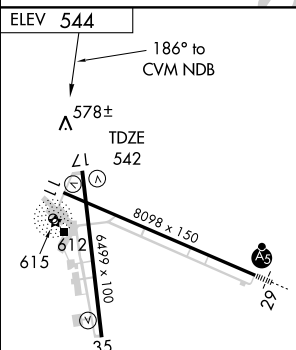
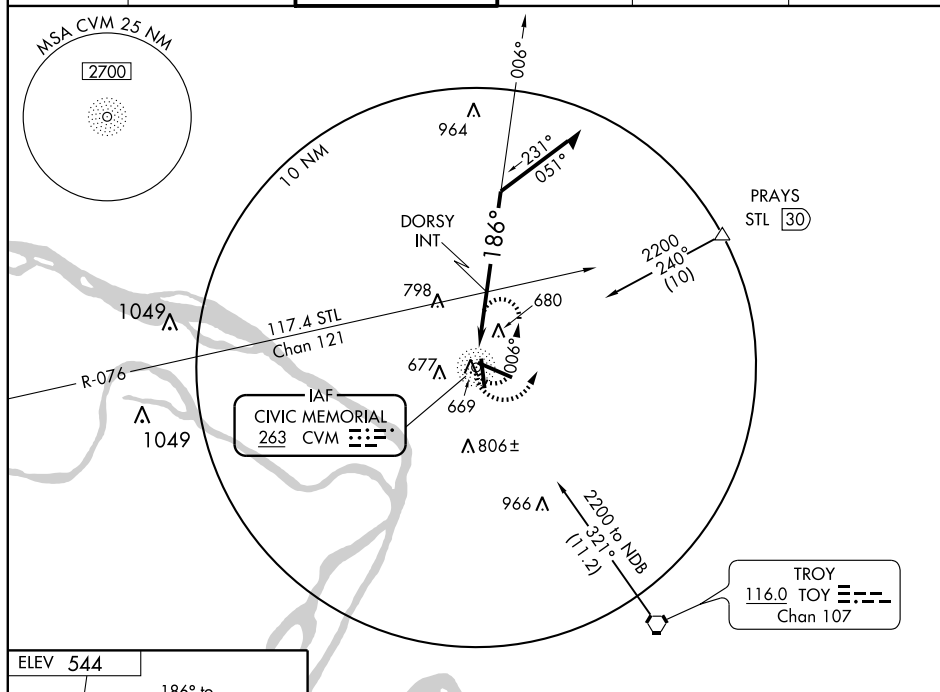
NDB RWY 17

ALTON/ST. LOUIS RGNL (ALN)

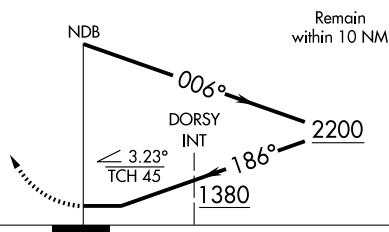
▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. Dorsy fix minimums not authorized when using Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 in CVM NDB holding pattern.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0 (CTAF) 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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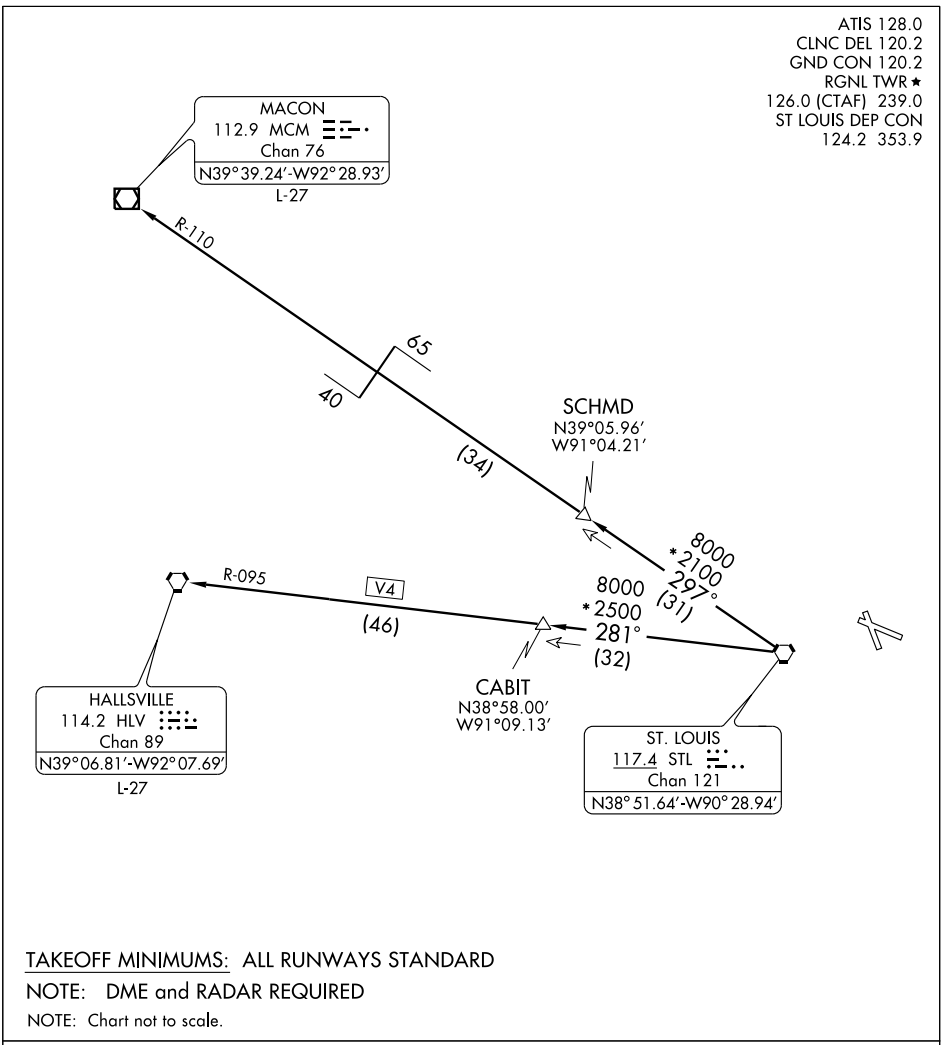
VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-17	1380-1 838 (900-1)	1380-1¼ 838 (900-1¼)	1380-2½ 838 (900-2½)	1380-2¾ 838 (900-2¾)
CIRCLING	1380-1 836 (900-1)	1380-1¼ 836 (900-1¼)	1380-2½ 836 (900-2½)	1380-2¾ 836 (900-2¾)

DORSY FIX MINIMUMS

S-17	1120-1 578 (600-1)	1120-1½ 578 (600-1½)	1120-1¾ 578 (600-1¾)
CIRCLING	1120-1 576 (600-1)	1120-1½ 576 (600-1½)	1120-2 576 (600-2)



DEPARTURE ROUTE DESCRIPTION

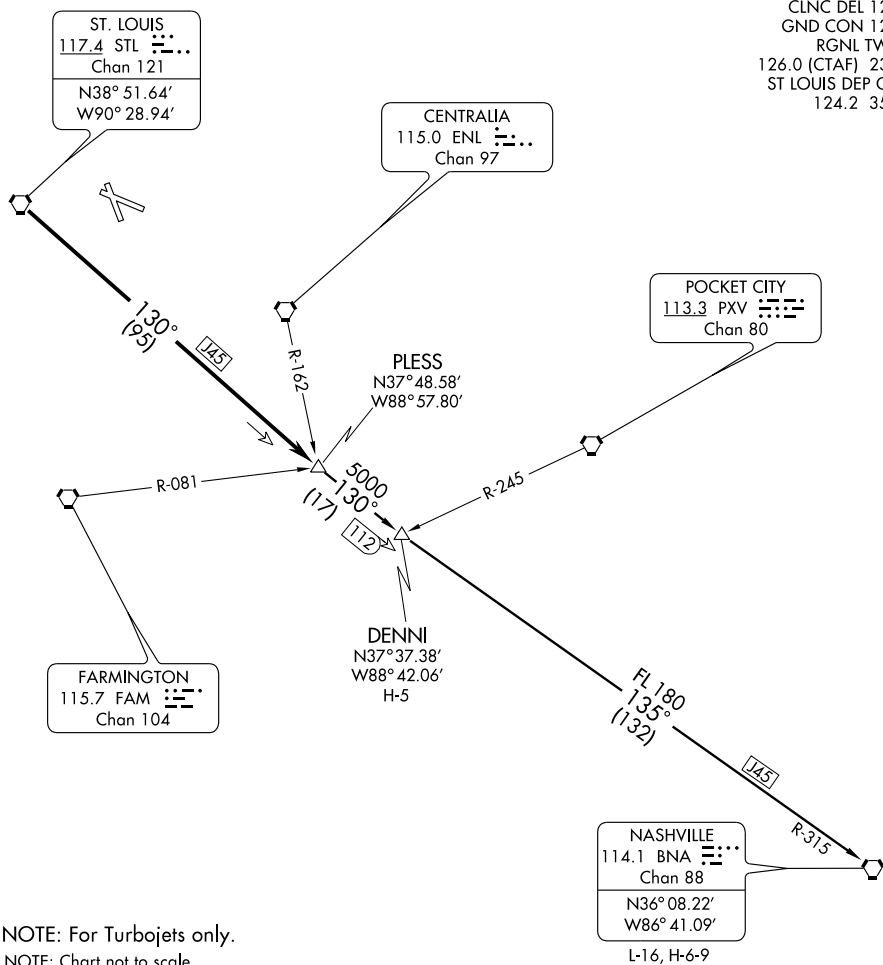
Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

PLESS ONE DEPARTURE

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

PLESS ONE DEPARTURE

(PLESS1.STL) 08325

ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

WAAS CH 90417 W11A	APP CRS 111°	Rwy Idg TDZE Apt Elev 8098 539 543
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RNAV (GPS) RWY 11

ALTON/ ST. LOUIS RGNL (ALN)

▼ Baro-VNAV NA when using Lambert-St. Louis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2100 direct QUNIE and hold.

ATIS
128.0

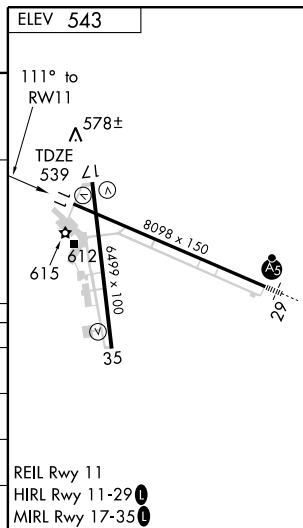
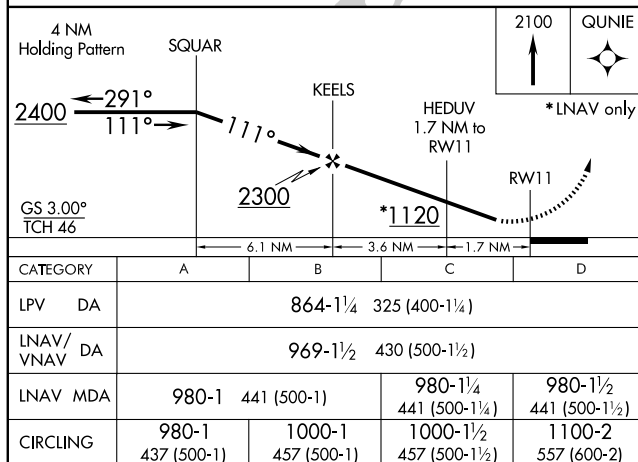
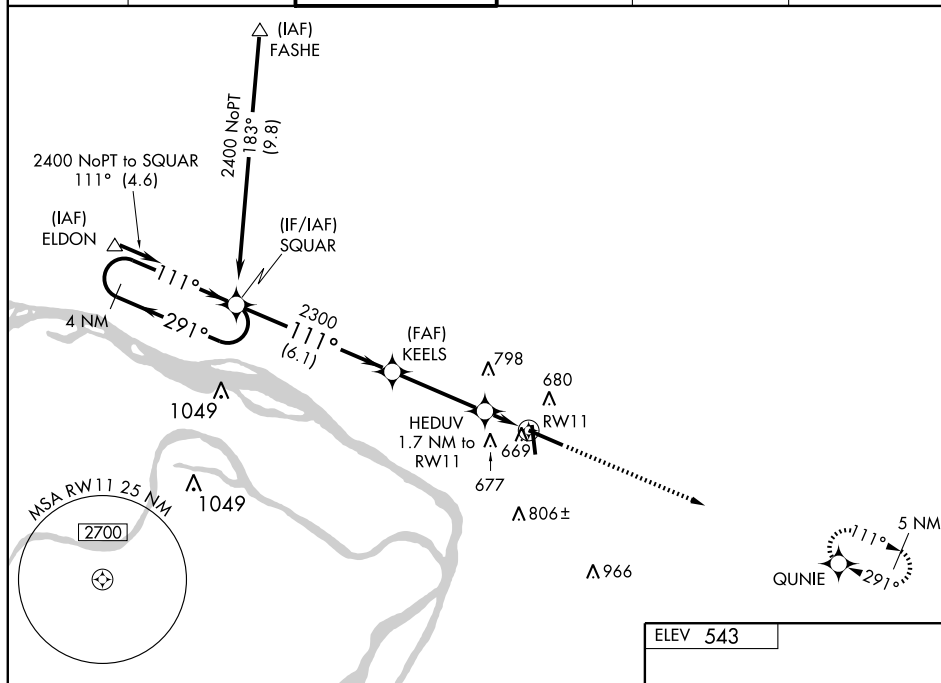
ST LOUIS APP CON
124.2 353.9

REGIONAL TOWER ★
126.0 (CTAF) 239.0

GND CON
120.2

CLNC DEL
120.2

UNICOM
122.95



APP CRS	Rwy Idg	6499
171°	TDZE	542
	Apt Elev	544

RNAV (GPS) RWY 17
ALTON/ST. LOUIS RGNL (ALN)

T If local altimeter not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. When VGSI inop, straight-in/circling
A Rwy 17 and circling Rwy 35, NA at night. DME/DME RNP-0.3 NA.

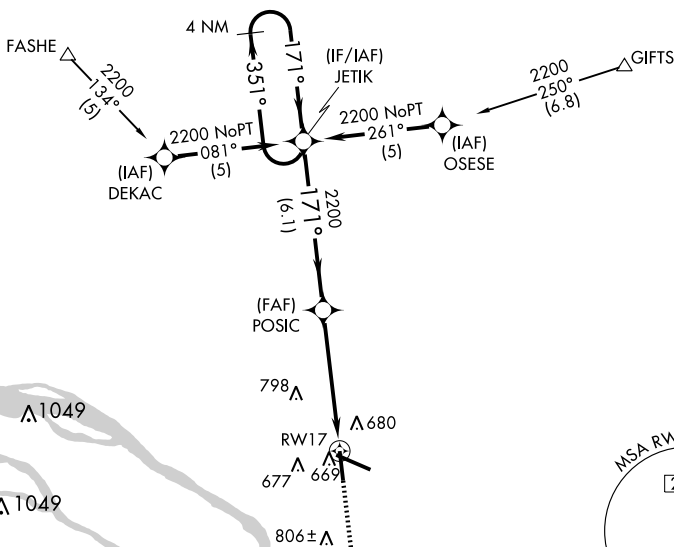
MISSED APPROACH: Climb to 2200 direct GEKKE and hold.

ATIS
128.0

ST LOUIS APP CON
124.2 353.9

REGIONAL TOWER★
126.0 (CTAF) L 239.0

GND CON
120.2

CLNC DEL
120.2UNICOM
122.95

MISSED APCH FIX
GEKKE
35
4 NM

4 NM
Holding Pattern

2200

GEKKE

CATEGORY	A	B	C	D
LNAP MDA	920-1 378 (400-1)			920-1¼ 378 (400-¼)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-½)	1100-2 556 (600-2)

ELEV 544

171° to

RVW17

 \pm

542

)

8098

109

100

1

c

000

-35L

ALTON/ST. LOUIS, ILLINOIS
Orig 10266

38° 53'N-90° 03'W

ALTON/ST. LOUIS RGNL (ALN)
RNAV (GPS) RWY 17

EC-3. 21 OCT 2010 to 18 NOV 2010

WAAS CH 77507 W29A	APP CRS 291°	Rwy Idg TDZE 531 Apt Elev 544	8098 531 544
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RNAV (GPS) RWY 29

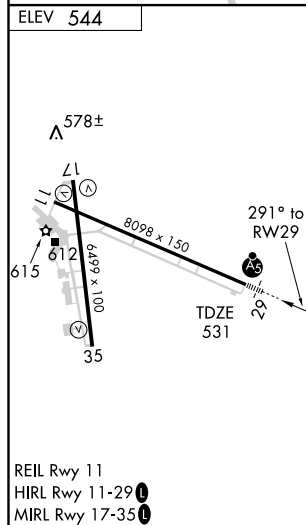
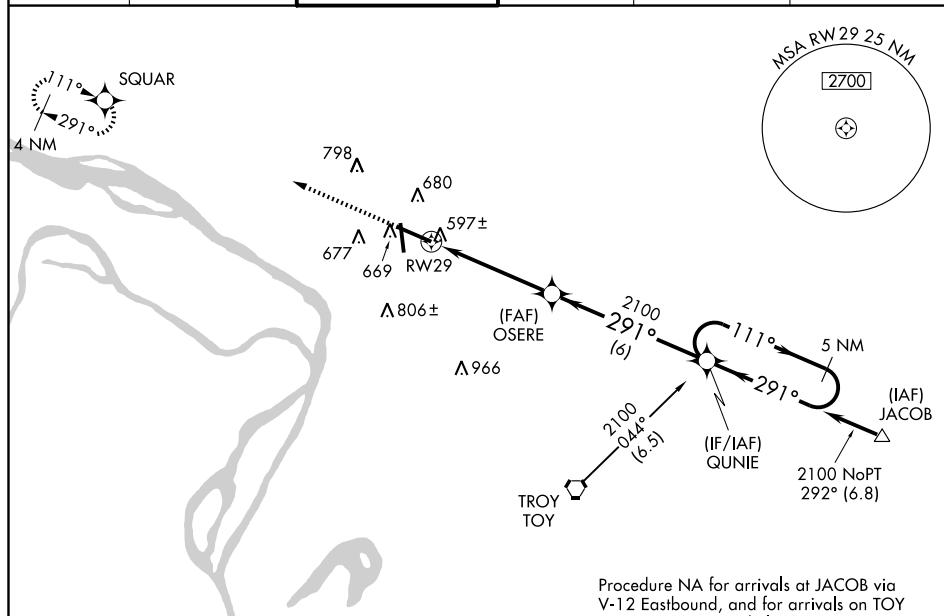
ALTON/ST. LOUIS RGNL (ALN)

For inoperative MALSR, increase LNAV Cat. D visibility to 1½ mile. If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs and MDAs 60 feet. VDP and Baro-VNAV NA with Lambert-St. Louis Intl altimeter setting. Baro-VNAV NA below -16°C (4°F). Inoperative table does not apply to LNAV Cat. D. DME/DME RNP-0.3 NA.



MISSED APPROACH:
Climb to 2400 direct
SQUAR and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0(CTAF) 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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ELEV 544				
<div> <div>2400</div> <div>SQUAR</div> </div>				
<div> <div>*LNAV Only</div> <div>*1 NM to RWY29</div> <div>RWY29</div> <div>1 NM</div> <div>3.7 NM</div> <div>6 NM</div> <div>5 NM Holding Pattern</div> <div>OSERE</div> <div>QUNIE</div> <div>291°</div> <div>111°</div> <div>2100</div> <div>GS 3.00° TCH 55</div> </div>				
CATEGORY	A	B	C	D
LPV DA	800-½		269 (300-½)	
LNAV/VNAV DA	860-¾		329 (400-¾)	
LNAV MDA	880-½		349 (400-½)	
CIRCLING	980-1¼ 436 (500-1¼)	1000-1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)	880-1 349 (400-1) 1100-2 556 (600-2)

APP CRS **351°**
 Rwy ldg **6499**
 TDZE **544**
 Apt Elev **544**

RNAV (GPS) RWY 35

ALTON/ST. LOUIS RGNL (ALN)

▼ If local altimeter not received, use Lambert-St. Louis altimeter setting and increase all MDAs 60 feet. When VGS1 inop, circling to Rwy 17/35 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2200 direct JETIK and hold.

ATIS
128.0

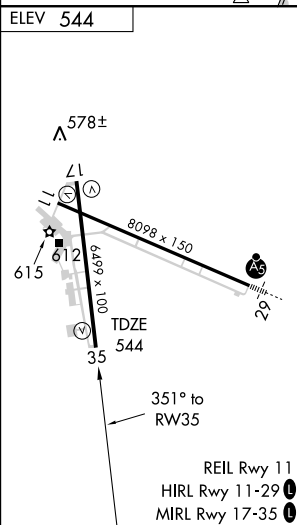
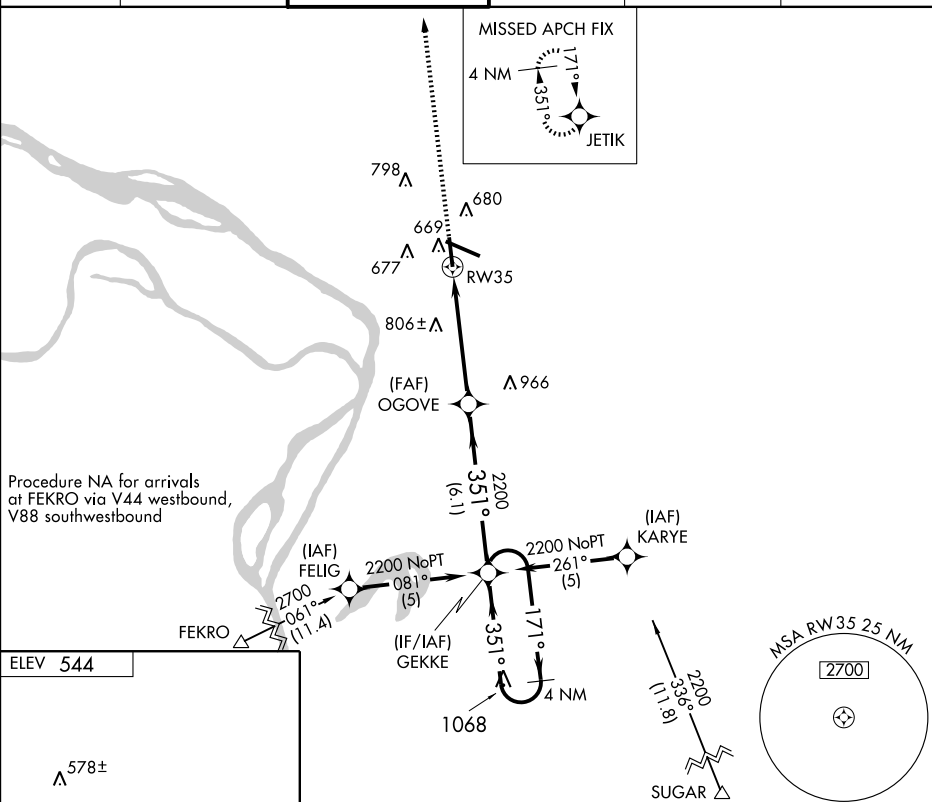
ST LOUIS APP CON
124.2 353.9

REGIONAL TOWER★
126.0 (CTAF) 239.0

GND CON
120.2

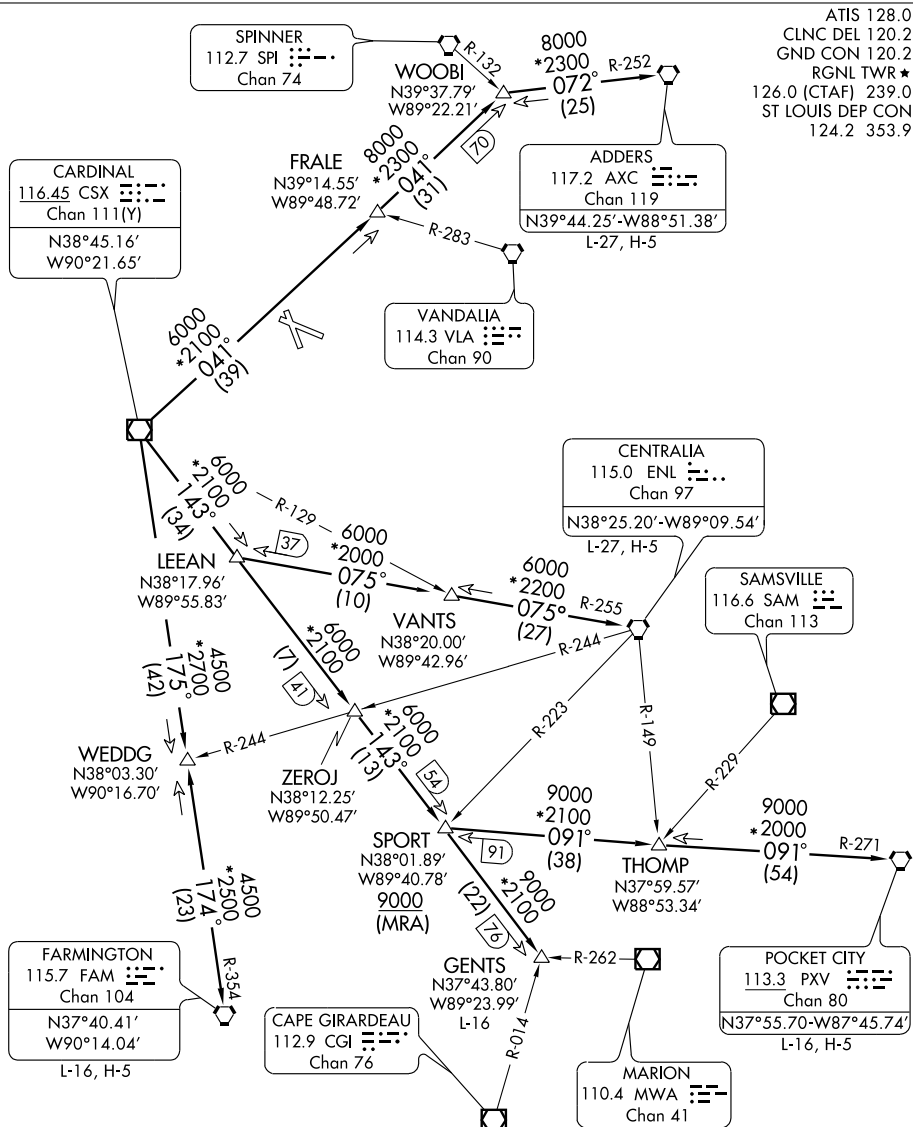
CLNC DEL
120.2

UNICOM
122.95



2200 JETIK		OGOVE		GEKKE		4 NM Holding Pattern
2200		351°		171°		2200
RW35		3.04° TCH 45		351°		2200
5 NM		6.1 NM				
CATEGORY	A	B	C	D		
LNAV MDA	1020-1	476 (500-1)	1020-1¼ 476 (500-1¼)	1020-1½ 476 (500-1½)		
CIRCLING	1020-1	476 (500-1)	1020-1½ 476 (500-1½)	1100-2 556 (600-2)		

TURBO SIX DEPARTURE



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TURBO SIX DEPARTURE

TURBO SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOObI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 11: Tree & Pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL.

Rwy 17: Multiple Trees beginning 1274' from DER, 282' left of centerline, up to 67' AGL/606' MSL. Multiple Trees beginning 1624' from DER, 115' right of centerline, up to 102' AGL/621' MSL.

Rwy 29: Multiple Trees and Floodlight on Hangar beginning 665' from DER, 406' left of centerline, up to 99' AGL/618' MSL. Multiple Trees beginning 1570' from DER, 197' right of centerline, up to 75' AGL/604' MSL.

Rwy 35: Multiple Trees and Light Standard beginning 823' from DER, 478' left of centerline, up to 67' AGL/596' MSL. Multiple trees beginning 1035' from DER, 15' right of centerline, up to 43' AGL/572' MSL.

VORTAC TOY 116.0 Chan 107	APP CRS 142°	Rwy Idg TDZE Apt Elev N/A N/A 544
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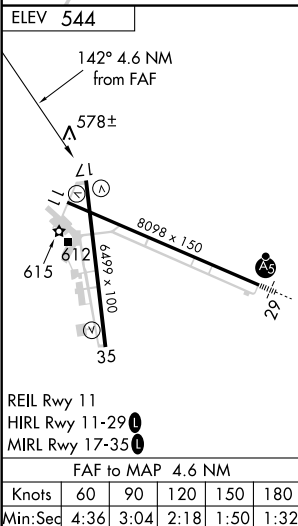
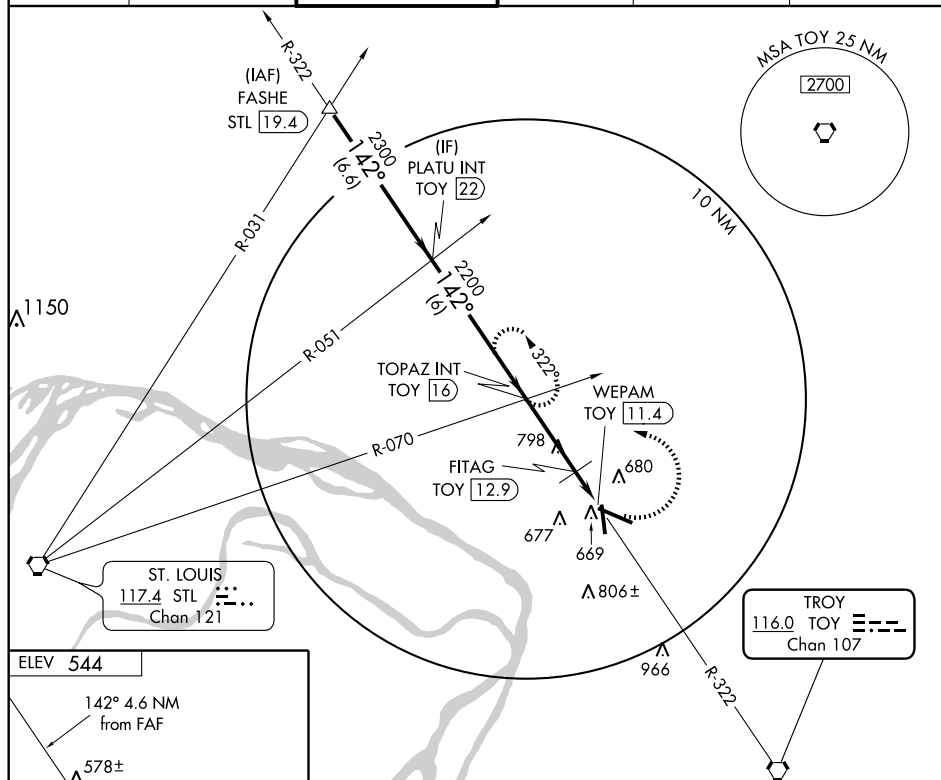
VOR-A

ALTON/ST. LOUIS RGNL (ALN)

▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2200 via TOY R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER ★ 126.0 (CTAF) 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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	FASHE STL 19.4	PLATU INT TOY 22	TOPAZ INT TOY 16	FITAG TOY 12.9	WEPAM TOY 11.4	2200 TOY R-322	TOPAZ INT TOY 16
Procedure	Turn	NA					
*1160 when using Lambert-St. Louis Intl altimeter setting.							
	6.6 NM	6 NM	3.2 NM	1.4 NM			
CATEGORY	A	B	C	D			
CIRCLING	1100-1	556 (600-1)	1100-1½ 556 (600-1½)	1100-2 556 (600-2)			
	FITAG FIX MINIMUMS						
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)			

ALTON/ST. LOUIS, ILLINOIS

Amdt 9 10266

ALTON/ST. LOUIS RGNL (ALN)

38° 53'N-90° 03'W

VOR-A

10210

AIRPORT DIAGRAM

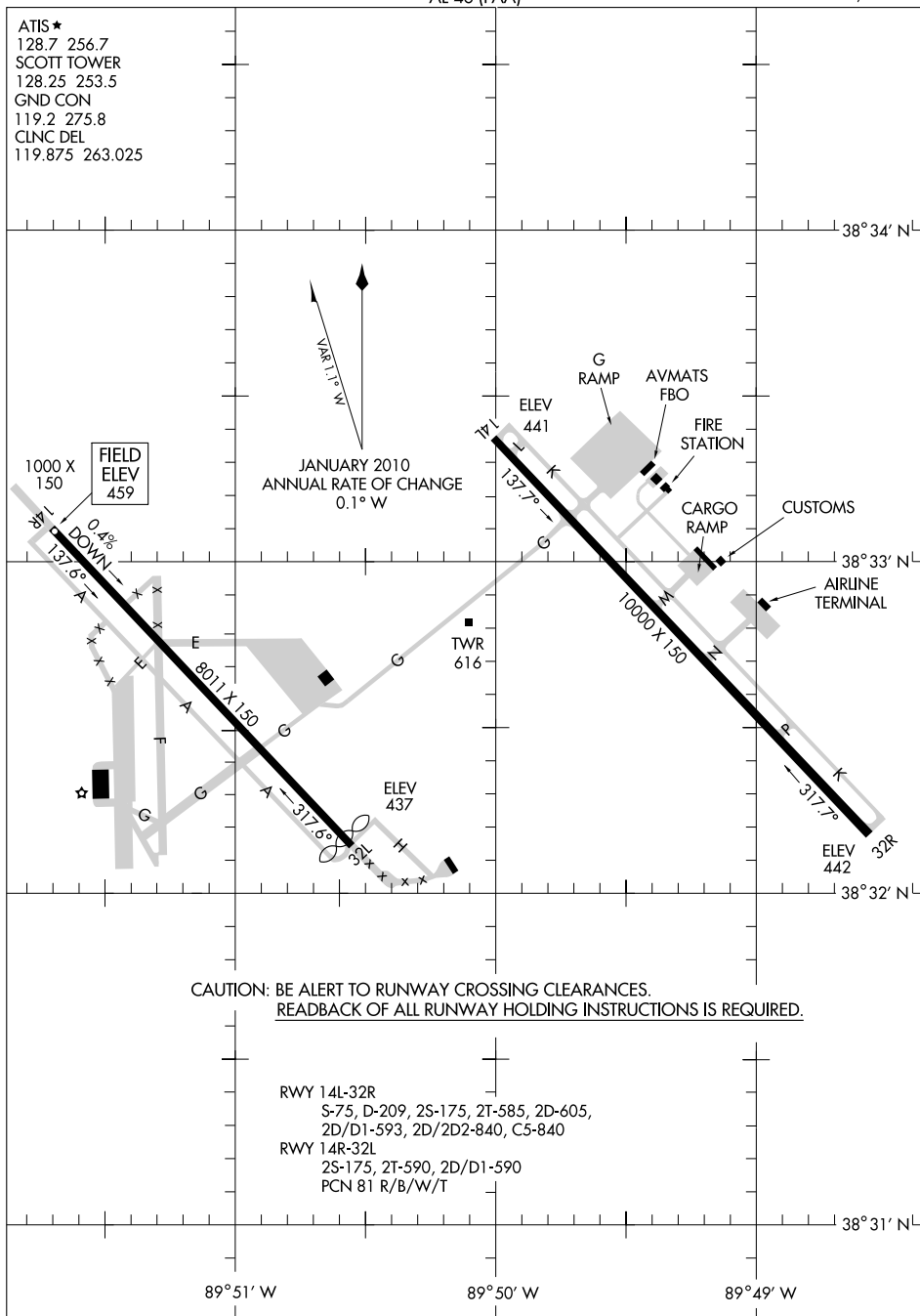
AL-46 (FAA)

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

BELLEVILLE, ILLINOIS

ATIS ★
 128.7 256.7
 SCOTT TOWER
 128.25 253.5
 GND CON
 119.2 275.8
 CLNC DEL
 119.875 263.025

EC-3, 21 OCT 2010 to 18 NOV 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 14L-32R
 S-75, D-209, 2S-175, 2T-585, 2D-605,
 2D/D1-593, 2D/2D2-840, C5-840
 RWY 14R-32L
 2S-175, 2T-590, 2D/D1-590
 PCN 81 R/B/W/T

EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BELLEVILLE, ILLINOIS
 BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

10210

BELLEVILLE

SCOTT AFB/MIDAMERICA

(BLV)(KBLV) MIL/CIV 14 E UTC-6(-5DT) N38°32.71' W89°50.11' ST LOUIS

459 B S1 FUEL 100LL, JET A+ TPA—See Remarks Class I, ARFF Index B

H-5D, L-27C, A

IAP, DIAP, AD

NOTAM FILE BLV

RWY 14L-32R: H10000X150 (CONC-GRVD) S-75, D-209, 2S-175, 2T-585, 2D-605, 2D/D1-593, 2D/2D2-840, C5-840 HIRL

RWY 14L: REIL. PAPI(P4R)—GA 3.0° TCH 72'.

RWY 32R: MALSR. PAPI(P4L)—GA 3.0° TCH 72'.

RWY 14R-32L: H8011X150 (ASPH-CONC) PCN 81 R/B/W/T

HIRL

RWY 14R: MALSR. PAPI(P4L)—GA 3.0° TCH 65'. Rgt tfc.

0.4% down.

RWY 32L: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Thld dspcd 210'.

MILITARY SERVICE: JASU 6(A/M32A-86) 3(AM32-95). MidAmerica

2(A/M32A-60B) 1(AM32-95) 2(A/M32A-86) 1(MD-4).

FUEL A+ 100LL (Arpt Terminal Svc avbl 1400-0200Z±,

C618-566-5265. FLUID SP(Mil) PRESAIR(Mil) LHOX(Mil) LOX(Mil)

OIL O-133-148(Mil) SOAP(Mil) TRAN ALERT Cpl weekdays

1200-0400Z±, weekends 1300-0000Z±, clsd Federal holidays,

see NOTAM. MidAmerica FBO svc provided by Air Terminal Svc

(ATS), opr 1400-0200Z± 24 hr PPR other times. FBO svc limited

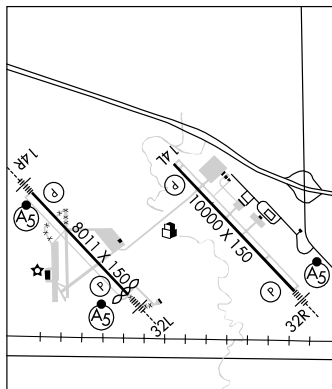
to refueling only. Ctc FBO at C618-566-5265 for specific park

and svc. Mil svc not avbl to mil acft at civ ramp.

AIRPORT REMARKS: Attended continuously. FBO avbl 1200-2030Z±, C618-566-5320. Deer, birds and waterfowl on and in/ovt arpt. CAUTION Dense civil air traffic all quadrants, all altitudes. Use caution when utilizing Twy G, 0.25 NM east of Rwy 14R-32L intersection, gradient change of 3° and a 70° turn present, on coming traffic may not be visible due to terrain. Index C ARFF capability avbl one hr PPR call arpt ops center 618-566-5227. Military ramps clsd to civil acft without prior coordination and a ldg permit number on file. First 6000' of Rwy 32L is asph, remaining 2001' is conc; locked wheel turns on asph portion of rwy prohibited. 180° turns on asph portion of rwy is authorized for light and medium category acft only. First 2000' of Rwy 14R is concrete. Acft taxiing N on Twy A making left turn onto Foxtrot ramp—be alert—no twy centerline due to acute angle of twy intersection. Acft taxiing N on Rwy 32L onto East Twy E—be alert—no twy centerline due to acute angle of twy/rwy intersection. Rwy 14L touchdown rwy visual range avbl. Rwy 32L hold lines lctd on Twy A abeam dspcd thld. TPA—Overhead, fighter acft, 2500(2041), rectangular 2000(1541), light acft and helicopter rectangular 1500(1041). During VFR conditions tkf, low approach, touch and go and clsd pattern, acft will not exceed 2000' until fld boundary to avoid overhead pattern. Landing fee.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Official Business Only when Tran Alert clsd.

Scott AFB is PPR. The 375th Military Flight Svc section is the sole agent for issuing PPR numbers to military acft opr on or from Scott AFB side. All inbound acft must ctc 375th comd post or 126th ANG comd post no later than 30 min prior to ldg. Military support may not be avbl on MidAmerica side of fld without prior coordination through Scott AFB. PPR call DSN 576-1861, C618-256-1861, fax extension 6718. ANG ramp/services: ctc 126th AM DSN 760-4275, C618-222-4275 or 126th Comd Post extension 4255, fax extension 4252. PPR issued up to seven days prior to arrival. Parking at 126th ARW ramp is official business requiring 48 hrs PPR. AMC acft restricted during Bird Aircraft Strike Hazard Phase II and when arpt enters Bird Watch Conditions Moderate or Severe. When arpt is code Moderate or Severe no local IFR/VFR tfc pat. When arpt code Severe, tkf/ldg prohibited without 375 OG/CC approval. During Phase II, daily Bird Aircraft Strike Hazard windows are estimated as SR+1-SR-1 and SS+1-SS-1. During Bird Aircraft Strike Hazard window (when code Low) no trans pattern permission, initial tkf/full stop ldg are at AC discretion. Ctc ATIS, PTD, 375 AW Comd Post or twr for current code. Mil ramps clsd to civil aircraft without prior coordination and a landing permits number on file. Rwy 32L hold line is on Twy A abeam Rwy 32L dspcd thld. Limited de-icing capability. Acft commanders must coordinate with SAFB command post DSN 576-5891, C618-256-5891 for availability at least 24 hours prior to dep. **MISC** Rwy 32L 1000' overrun (north end) avbl, Rwy 14R no overrun (south end) avbl. Acft arriving Scott AFB with more than 30 passengers after hr ctc Base 24 hr in advance, C618-256-1861. Wx svc avbl Mon-Fri 0900-0100Z±; weekend and hol as dictated by local mission schedule, or during forecast severe wx conditions at DSN 576-5905, C618-256-5905. Wx svc avbl Mon-Fri 0900-0100Z±, weekend and holiday as dictated by local mission schedule, or during forecast severe wx conditions at DSN 576-5905, C618-256-5905. Wx observation avbl 24 hrs via AN/FMQ-19 Automated Observing System. During wx flight hrs of closure remote service avbl from 15 Opr Wx Squadron DSN 576-9755, C618-256-9755. During evacuation of wx flight ctc 15OWS at number above.



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA as assigned D-ATIS 128.7 256.7 (1200-0600Z‡) UNICOM 122.95 PTD 139.85 372.2

Ⓡ ST LOUIS APP/DEP CON 125.2 281.5

SCOTT TOWER 128.25 253.5 GND CON 119.2 275.8

CLNC DEL 119.875 263.025

375 AW COMD POST 130.65 383.2

126 ARW COMD POST 138.55 277.7 PMSV METRO 239.8

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 157° 12.3NM to fld. 570/4E.

(T) TACAN Chan 59 SKE (112.2) N38°32.72' W89°51.10' at fld. 482/2E. No NOTAM MP Wed and Thu 1200-1600Z‡.

GOOEY NDB (LOM) 385 JD N38°28.68' W89°44.27' 309° 6.1 NM to fld. No NOTAM MP Tue 1200-1600Z‡.

ILS 109.9 I-OKX Rwy 14R. No NOTAM MP Mon and Tue 1200-1600Z‡.

ILS/DME 111.15 I-BTC Chan 48(Y) Rwy 14L. Class IE. No NOTAM MP Wed and Thu 1200-1600Z‡.

ILS 111.15 I-JDU Rwy 32R. Class ID LOM GOOEY NDB. No NOTAM MP Wed and Thu 1200-1600Z‡.

ILS 109.9 I-BLV Rwy 32L. No NOTAM MP Mon and Tue 1200-1600Z‡.

ASR

BELLGRADE N37°08.73' W88°40.23' NOTAM FILE PAH.

ST LOUIS

NDB (MHW) 254 BDD 224° 7.1 NM to Barkley Rgnl.

L-161

BENTON MUNI (H96) 1 W UTC-6(-5DT) N38°00.41' W88°56.07'

ST LOUIS

444 B FUEL 100LL TPA-1244(800) NOTAM FILE STL

L-16H

RWY 18-36: H4000X75 (ASPH) S-4 MIRL

RWY 18: Tree.

RWY 36: Tree.

AIRPORT REMARKS: Attended Fri-Sun 1400-0000Z‡. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20' W89°09.54' 153° 27 NM to fld. 546/4E. HIWAS.

BIBLE GROVE N38°55.22' W88°28.91' NOTAM FILE STL.

ST LOUIS

(L) VORTAC 109.0 BIB Chan 27 342° 9.3 NM to Effingham Co Mem. 540/3E.

H-5E, L-27C

RCO 122.05R 109.0T (ST LOUIS RADIO)

BLOOMINGTON N40°28.85' W88°55.88' NOTAM FILE BMI.

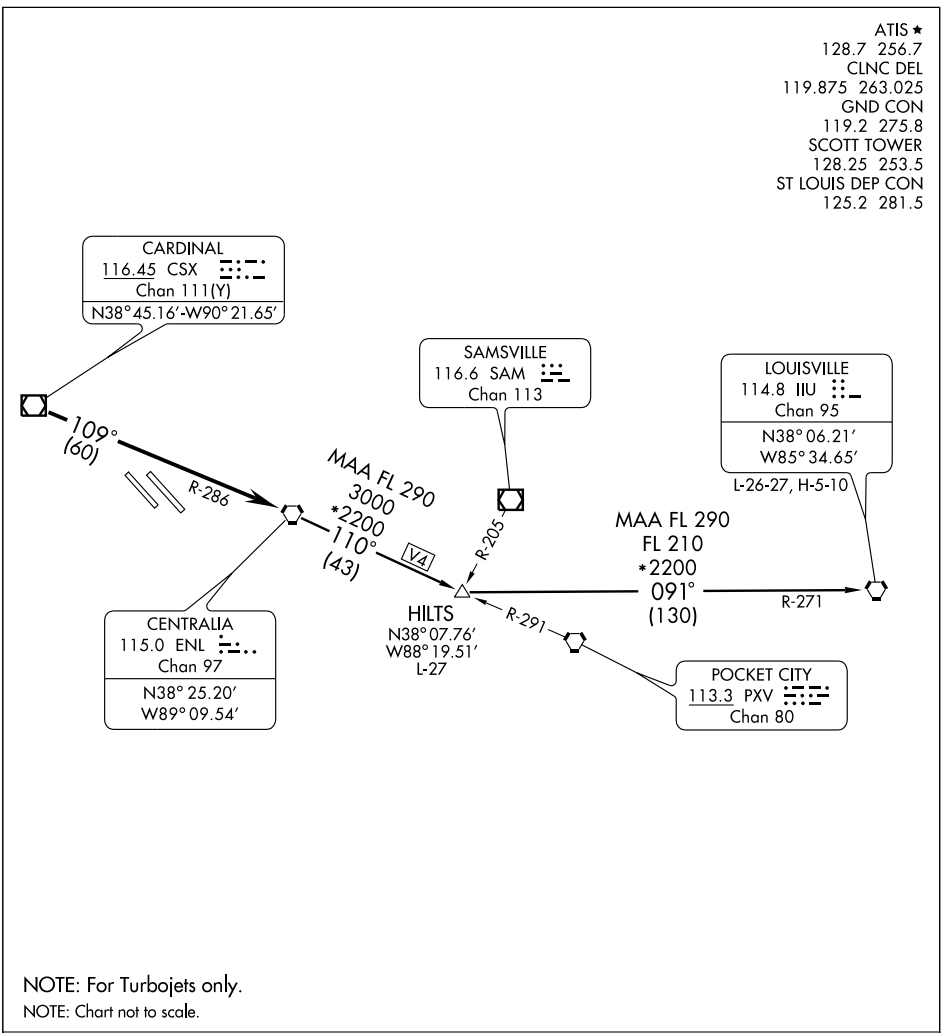
CHICAGO

(L) VOR/DME 108.2 BMI Chan 19 at Central Illinois Rgnl Arpt at Bloomington-Normal 882/3E.

L-27C

VOR unusable 091°-149°, 221°-235° and 291°-314°.

RCO 123.6R 108.2T (KANKAKEE RADIO)



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

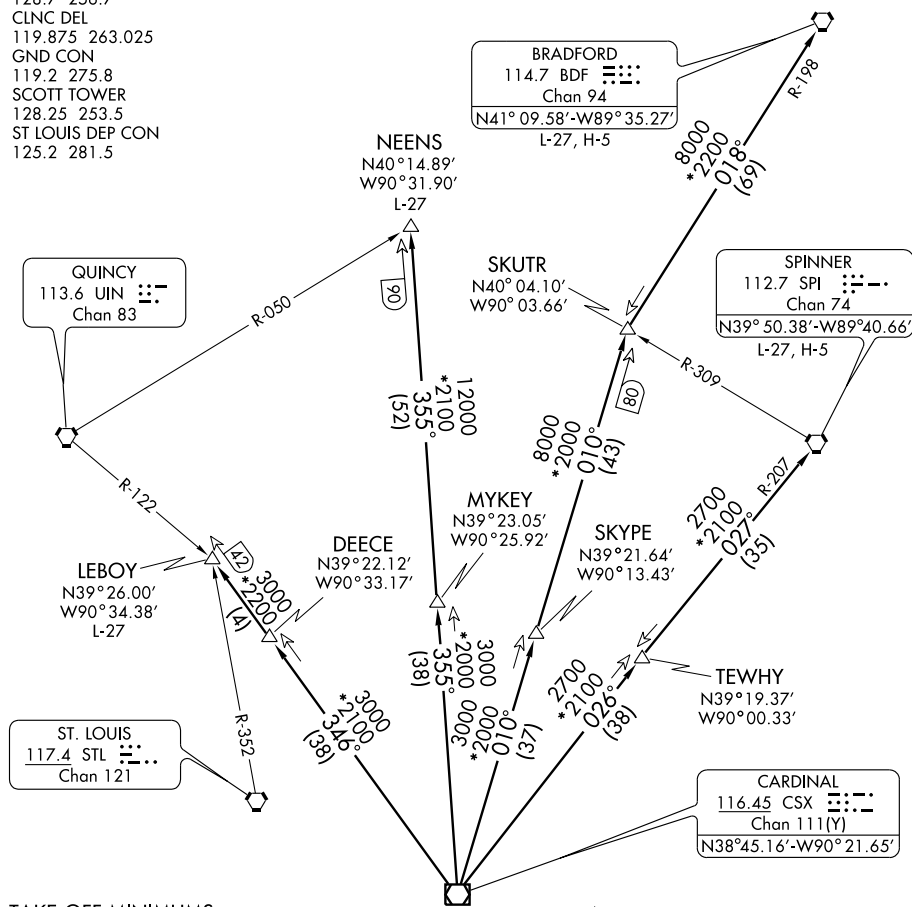
HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

CARDS SEVEN DEPARTURE

BELLEVILLE/ SCOTT AFB/MIDAMERICA (BLV)
SL-46 (FAA) BELLEVILLE, ILLINOIS

ATIS★
128.7 256.7
CLNC DEL
119.875 263.025
GND CON
119.2 275.8
SCOTT TOWER
128.25 253.5
ST LOUIS DEP CON
125.2 281.5



DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

CARDS SEVEN DEPARTURE

(CARDS7.STL) 09183

BELLEVILLE, ILLINOIS
BELLEVILLE/ SCOTT AFB/MIDAMERICA (BLV)

GATEWAY FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

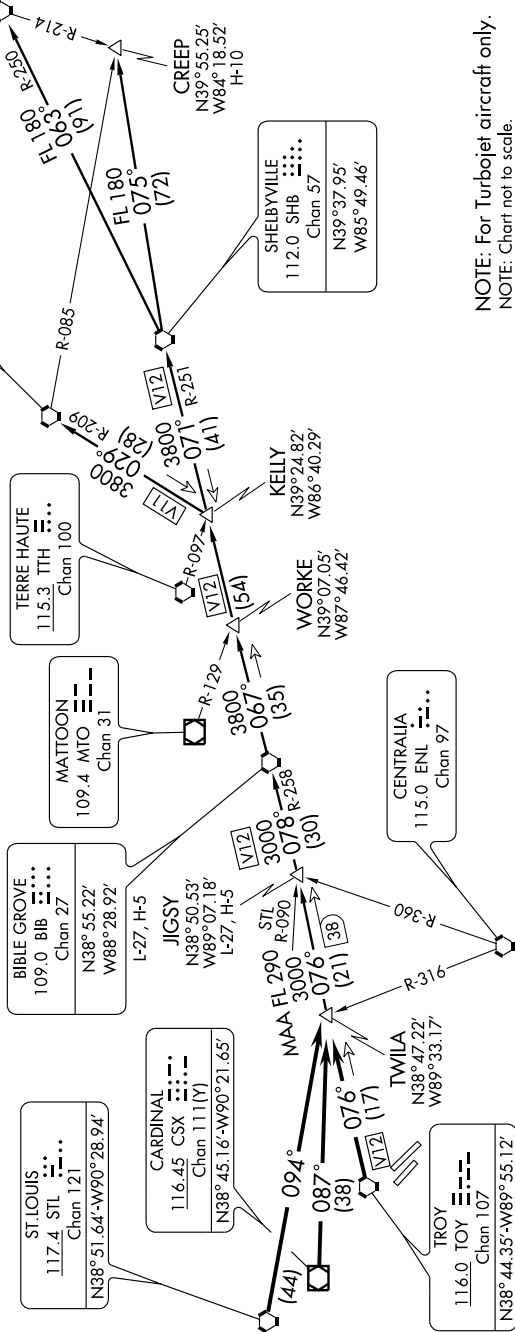
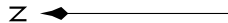
BRICKYARD TRANSITION (GATWY4.VHP): From over: TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC. CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT. JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

ATIS ★
128.7 256.7
CINC DEL
119.875 263.025
GND CON
119.2 275.8
SCOTT TOWER
128.25 253.5
ST LOUIS DEP CON
125.2 281.5

ROSEWOOD
117.5 ROD ---
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

BRICKYARD
116.3 VHP ---
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5-10



NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

LOC/DME I-BTC
111.15
Chan **48** (Y)

APP CRS
135°

Rwy Idg **10000**
TDZE **442**
Apt Elev **459**

ILS or LOC/DME RWY 14L
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)



MISSED APPROACH: Climb to 2000 via heading 135° and ENL VORTAC R-277 to DUTMY Int/ENL 19.4 DME and hold.

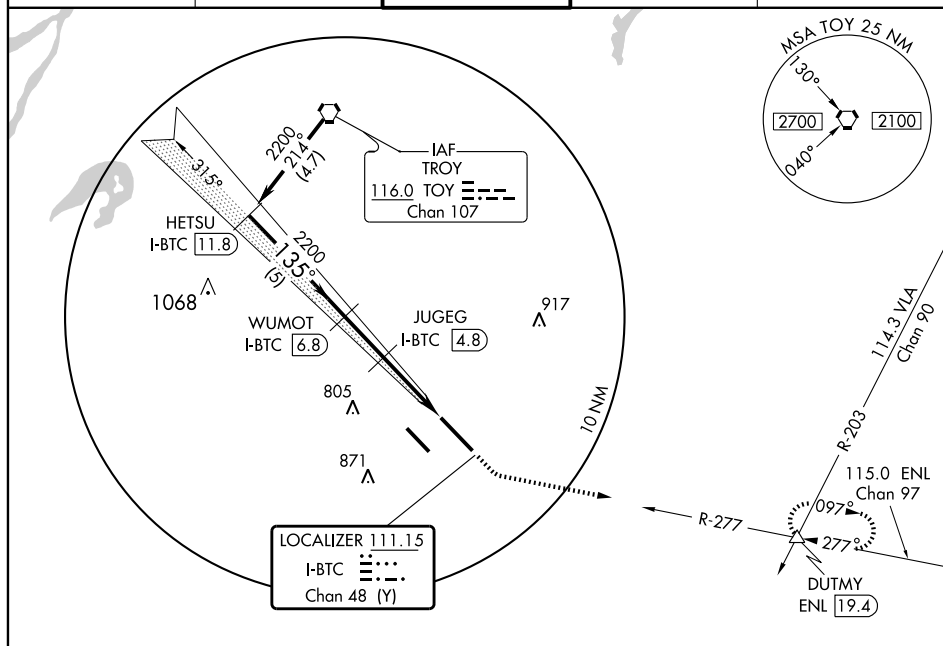
ATIS ★
128.7 256.7

ST LOUIS APP CON
125.2 281.5

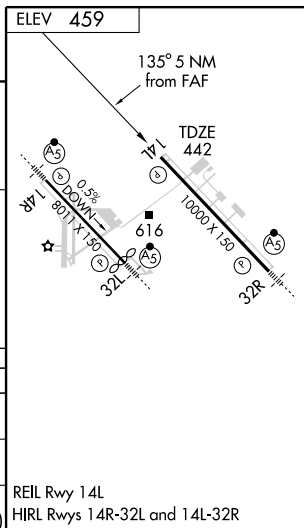
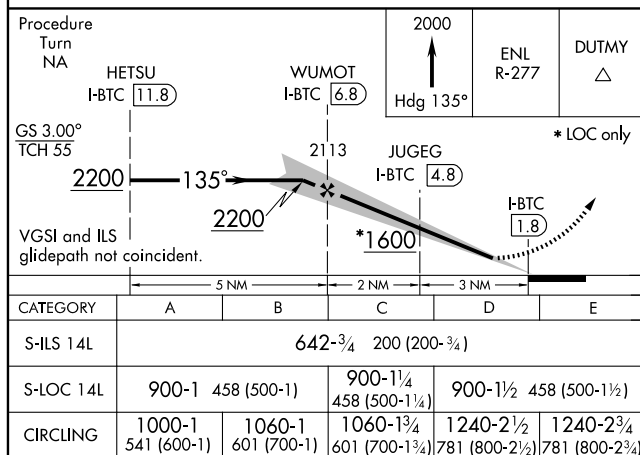
SCOTT TOWER
128.25 253.5

GND CON
119.2 275.8

CLNC DEL
119.875 263.025



DME REQUIRED



LOC I-OKX 109.9	APP CRS 135°	Rwy Idg TDZE 459 Apt Elev 459
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ILS or LOC RWY 14R

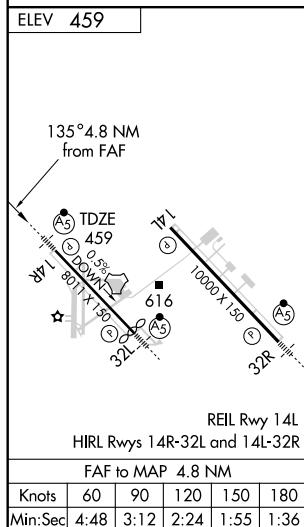
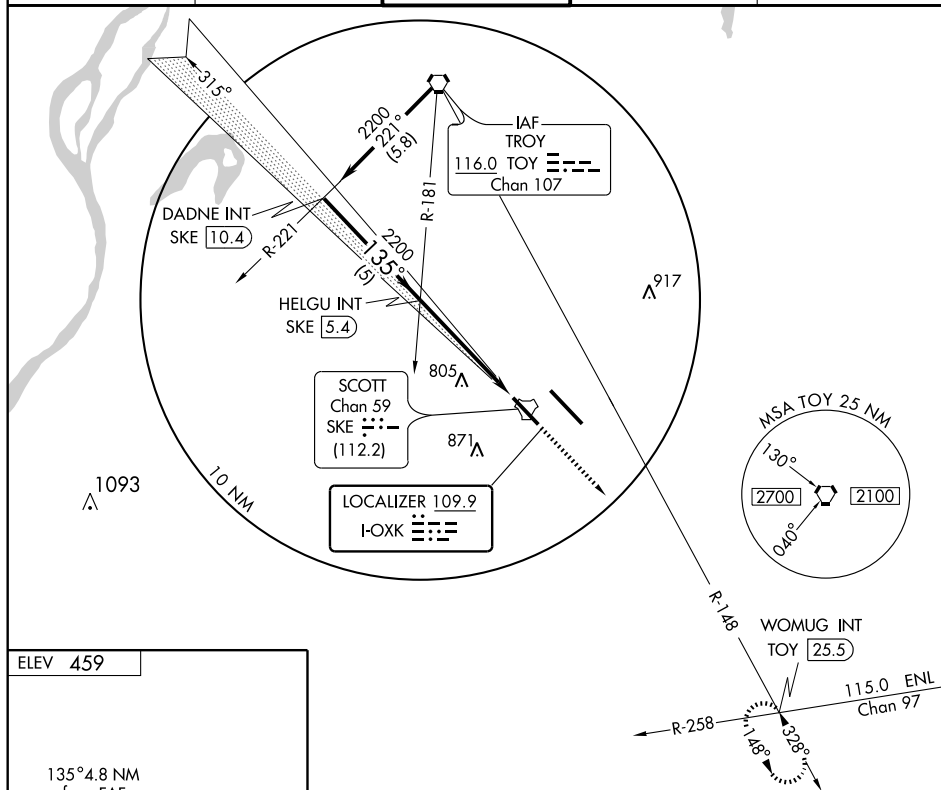
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

▲ DME from SKE TACAN.
*Vis Cat. A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 2000 then via TOY VORTAC R-148 to WOMUG INT and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025
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	DADNE INT SKE 10.4		HELGU INT SKE 5.4		2000 ↑		TOY R-148 116.0		WOMUG INT		
Procedure Turn NA	2200		2125						SKE 0.6		
	GS 3.00° TCH 50		2200								
	VGSI and ILS glidepath not coincident.										
	5 NM		4.8 NM								
CATEGORY	A		B		C		D		E		
S-ILS 14R	* 659/24 200 (200-½)										
S-LOC 14R	1000/24		541 (600-½)		1000/50 541 (600-1)		1000/60 541 (600-1½)		1000-1½ 541 (600-1¾)		
CIRCLING	1000-1		541 (600-1)		1060-1¾ 601 (700-1¾)		1240-2½ 781 (800-2½)		1240-2¾ 781 (800-2¾)		

LOC I-JDU <u>111.15</u>	APP CRS 315°	Rwy Idg 10000 TDZE 442 Apt Elev 459
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ILS or LOC RWY 32R
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

A Procedure not authorized when control tower closed.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 via heading 190° and TOY VORTAC R-144 to EGNOC Int and hold.

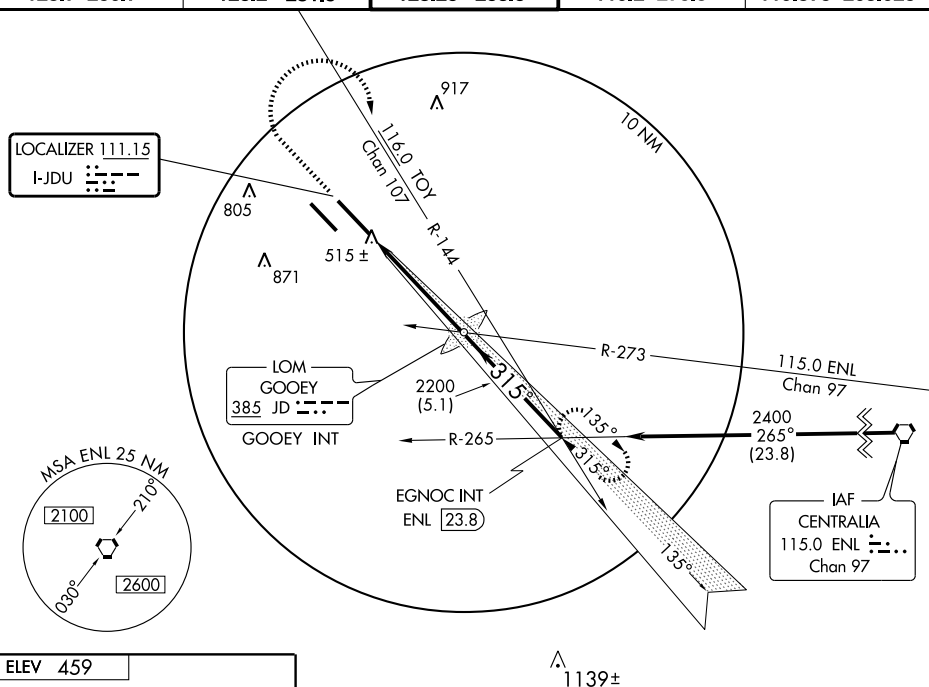
ATIS ★
128.7 256.7

ST LOUIS APP CON
125.2 281.5

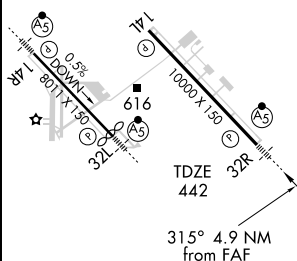
SCOTT TOWER
128.25 253.5

GND CON
119.2 275.8

CLNC DEL
119.875 263.025



ELEV 459



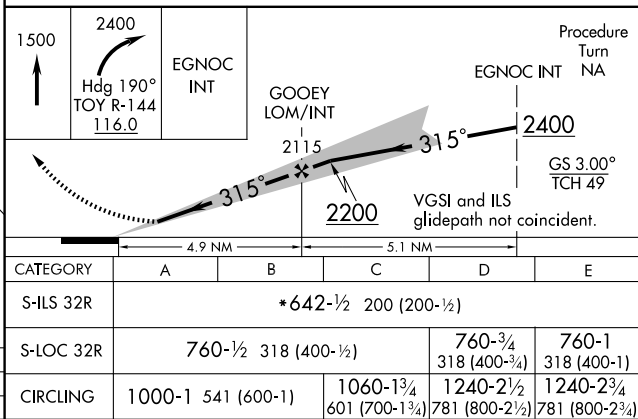
REIL Rwy 14L
HIRL Rwy 14R-32L and 14L-32R

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

BELLEVILLE, ILLINOIS

Orig-C 09239



BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

38°33'N - 89°50'W

ILS or LOC RWY 32R

ILS RWY 32L

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

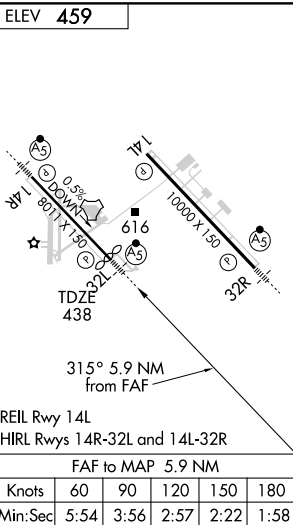
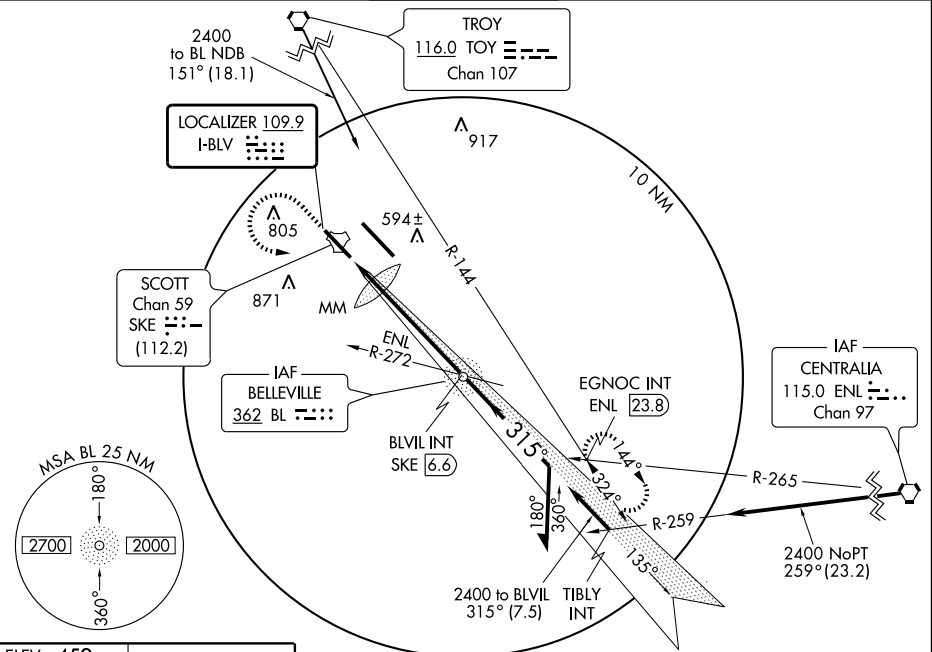
LOC I-BLV 109.9	APP CRS 315°	Rwy Idg TDZE Apt Elev	7801 438 459
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▲ Procedure turn not authorized for Cat. E aircraft.
Inoperative table does not apply.
Procedure not authorized when control tower closed.



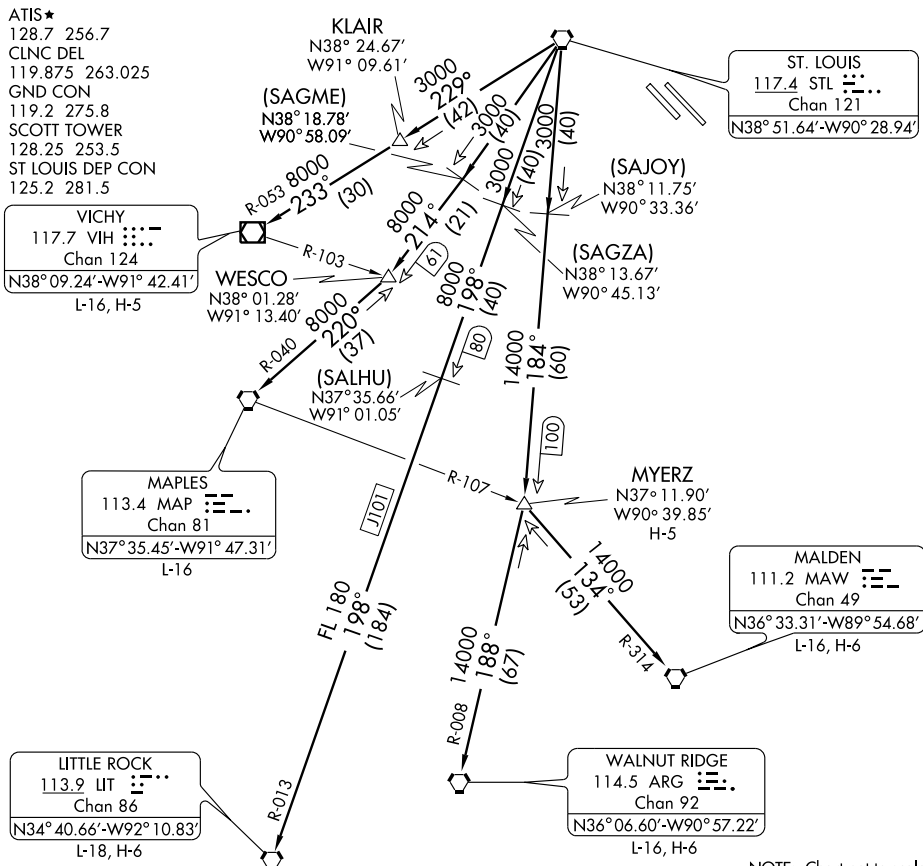
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via TOY R-144 to EGNOC Int and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025
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<div>1500 ↑</div>		<div>2400 ↖</div> <div>TOY R-144 116.0</div>	EGNOC INT		<div>NDB</div> <div>Remain within 10 NM</div>	
<div>SKE 0.7</div>		<div>MM</div>	<div>2388</div> <div>315°</div>		<div>315°</div> <div>2400</div> <div>GS 3.00° TCH 57</div>	
<div>0.5</div>		<div>5.4 NM</div>				
CATEGORY	A	B	C	D	E	
S-ILS 32L	638/40 200 (200-¾)					
S-LOC 32L	860/50	422 (500-1)	860/60	422 (500-1¼)	860-1½ 422 (500-1½)	
CIRCLING	960-1	501 (600-1)	1020-1¾ 561 (600-1¼)	1140-2¼ 681 (700-2¼)	1240-2¾ 781 (800-2¾)	

LINDBERGH TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

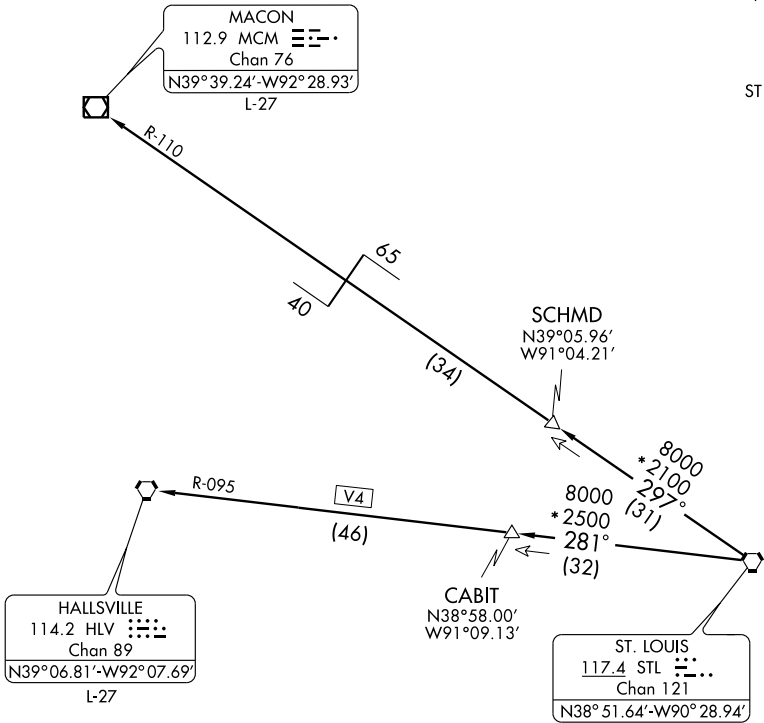
LINDBERGH TWO DEPARTURE

(LINDY2.STL) 09183

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

BELLEVILLE, ILLINOIS

ATIS ★
128.7 256.7
CLNC DEL
119.875 263.025
GND CON
119.2 275.8
SCOTT TOWER
128.25 253.5
ST LOUIS DEP CON
125.2 281.5



TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD
NOTE: DME and RADAR REQUIRED
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HL V R-095 to HL V VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

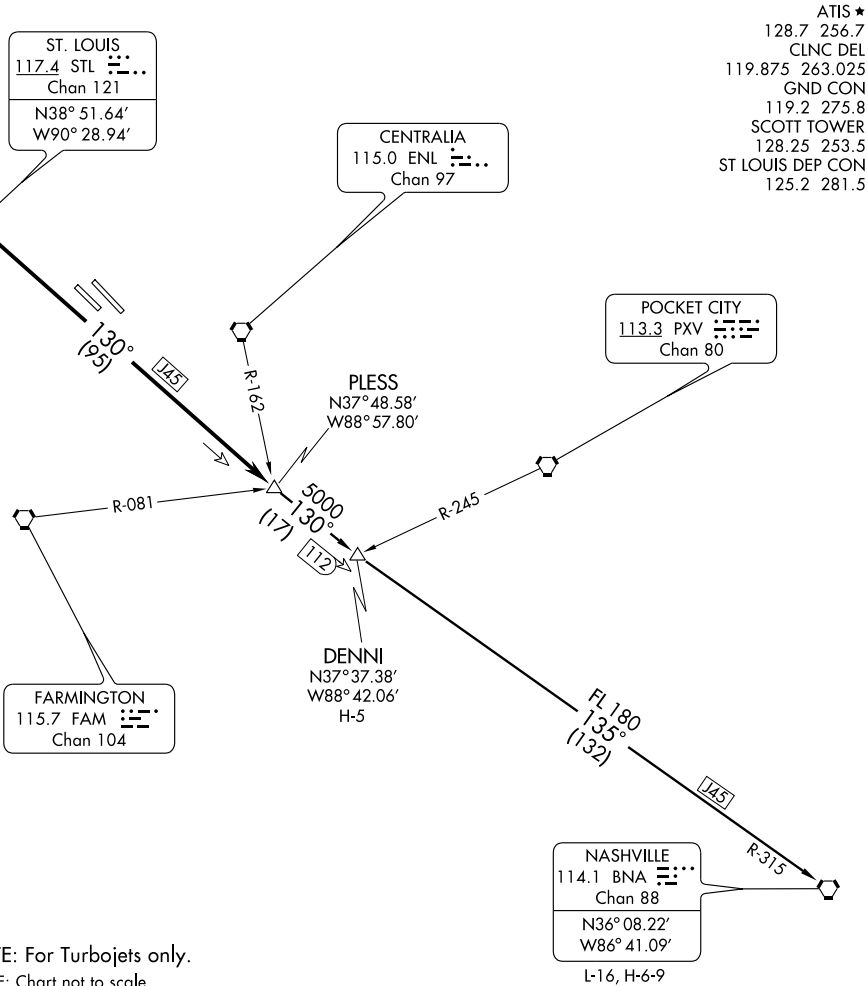
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

(PLESS1.STL) 09183

PLESS ONE DEPARTURE

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
SL-46 (FAA) BELLEVILLE, ILLINOIS



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

PLESS ONE DEPARTURE
(PLESS1.STL) 09183

BELLEVILLE, ILLINOIS
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

EC-3, 21 OCT 2010 to 18 NOV 2010

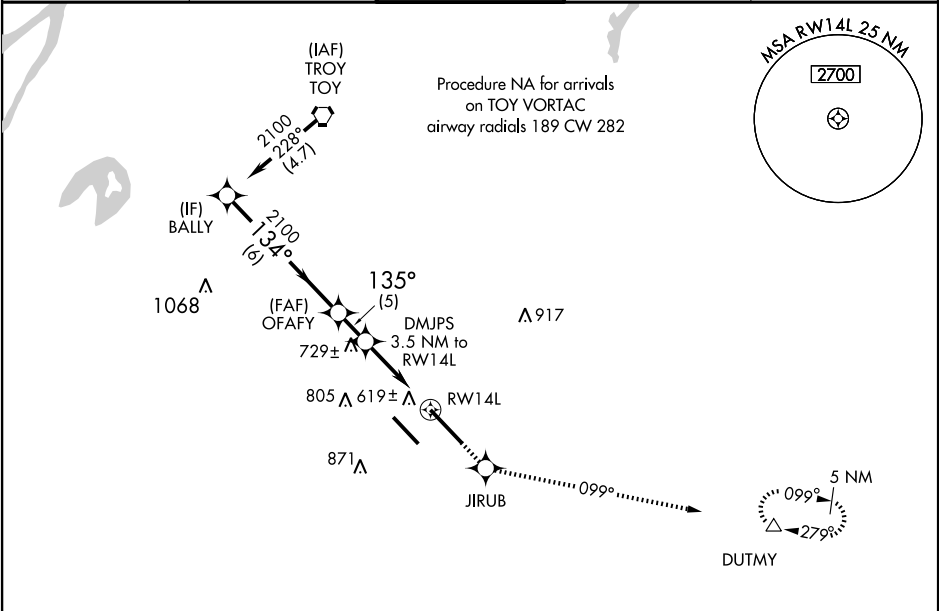
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58218 W14A	APP CRS 135°	Rwy Idg 10000 TDZE 442 Apt Elev 459	RNAV (GPS) RWY 14L BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using St. Louis Downtown altimeter setting. When local altimeter setting not received, use St. Louis Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C/D and Circling Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 2300 direct JIRUB and on track 099° to DUTMY and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025
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VGSI and RNAV glidepath not coincident.

2300	JIRUB	tr 099°	DUTMY	ELEV 459
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BALLY
2100
Procedure Turn NA
GS 3.00°
TCH 55

OFAFY
2100
134°
2100

DMJPS
3.5 NM to RW14L
135°
*1620

RW14L
*1.2 NM to RW14L

6 NM
1.5 NM
2.3 NM
1.2

*LNAV only

CATEGORY	A	B	C	D
LPV DA	642/40 200 (200-¾)			
LNAV/VNAV DA	934-1¾ 492 (500-1¾)			
LNAV MDA	900/50	458 (500-1)	900/60 458 (500-1¼)	900-1½ 458 (500-1½)
CIRCLING	1000-1 541 (600-1)	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

135° to RW14L

TDZE 442

0.5% DOWN
801 X 30
616
1000 X 150
32L
32R

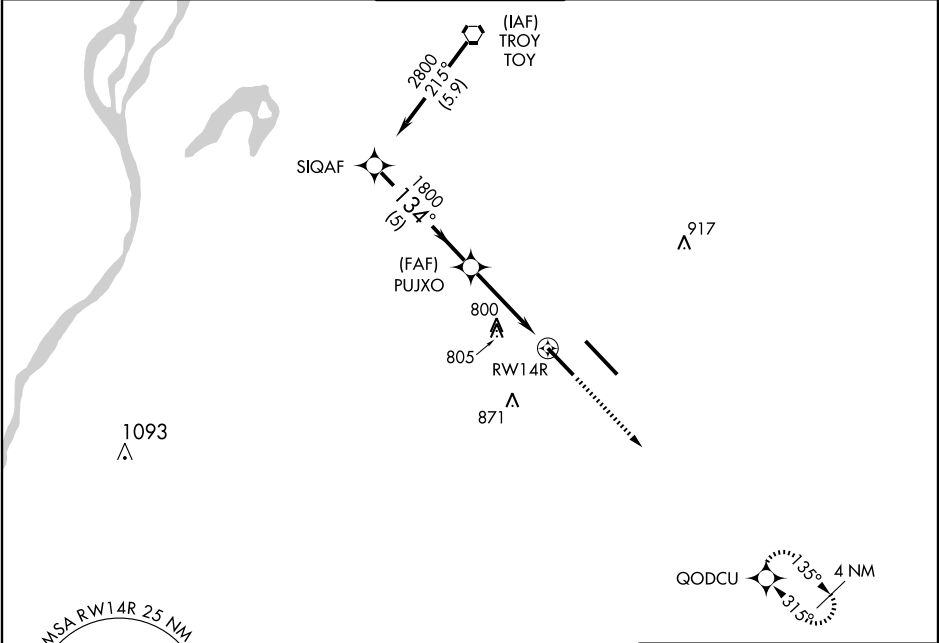
⚠️ NA

Procedure not authorized when control tower closed.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000
direct QODCU WP and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



Procedure Turn NA

SIQAF

2800

134°

PUJXO

1800

1.6 NM to RW14R

RW14R

5 NM

2.4 NM

1.6 NM

CATEGORY	A	B	C	D
LNVA MDA	1060/24 601 (700-1/2)	1060/60 601 (700-1 1/4)	1060-1 1/2 601 (700-1 1/2)	1060-1 1/2 601 (700-1 1/2)
CIRCLING	1060-1 601 (700-1)	1060-1 3/4 601 (700-1 3/4)	1240-2 1/2 781 (800-2 1/2)	

ELEV 459

QODCU

134° to RW14R

TDZE 459

0.5% GDAI

8017 X 30

616

1000 X 150

32L

32R

REIL Rwy 14L

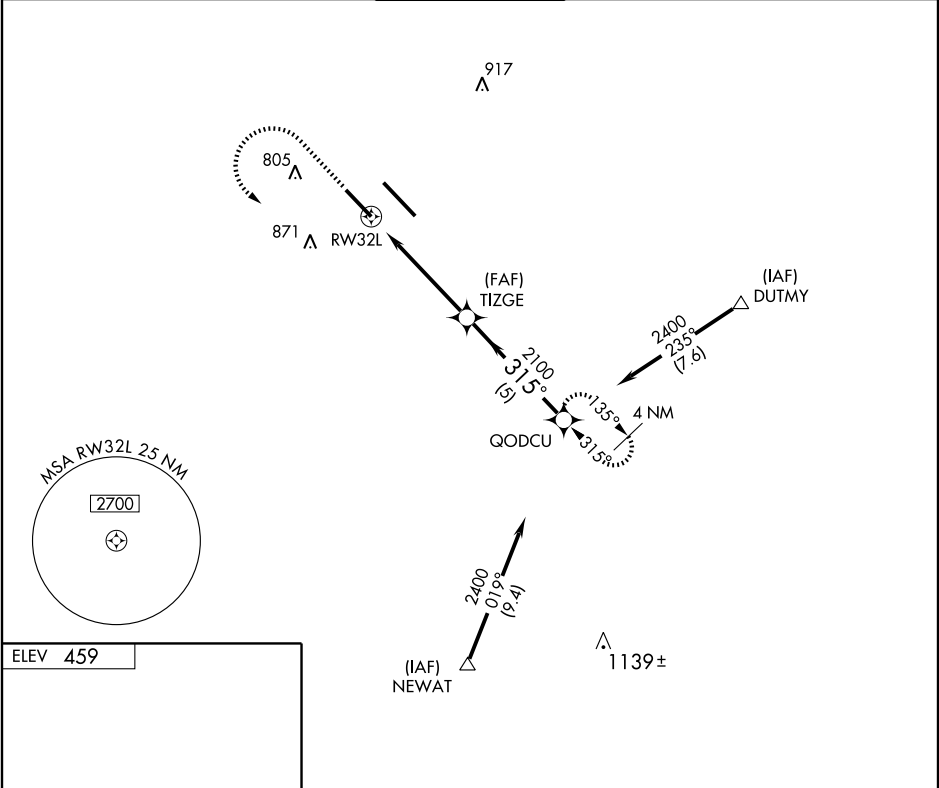
HIRL Rws 14R-32L and 14L-32R

APP CRS 315°	Rwy ldg TDZE Apt Elev	7801 438 459
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RNAV (GPS) RWY 32L
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

NA Procedure not authorized when control tower closed. DME/DME RNP-0.3 NA.	MALSR AS	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct QODCU WP and hold.
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ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025
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	1500	2400	QODCU	
	↑	↶	✧	
				QODCU
				Procedure Turn NA
				VGSI and descent angle not coincident.
CATEGORY	A	B	C	D
LNAV MDA	920/24	482 (500-½)	920/40 482 (500-¾)	920/50 482 (500-1)
CIRCLING	1000-1	541 (600-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

▼

▲

For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0,3 NA. Baro-VNAV and VDP NA when using St. Louis Downtown altimeter setting. When local altimeter setting not received, use St. Louis Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile.

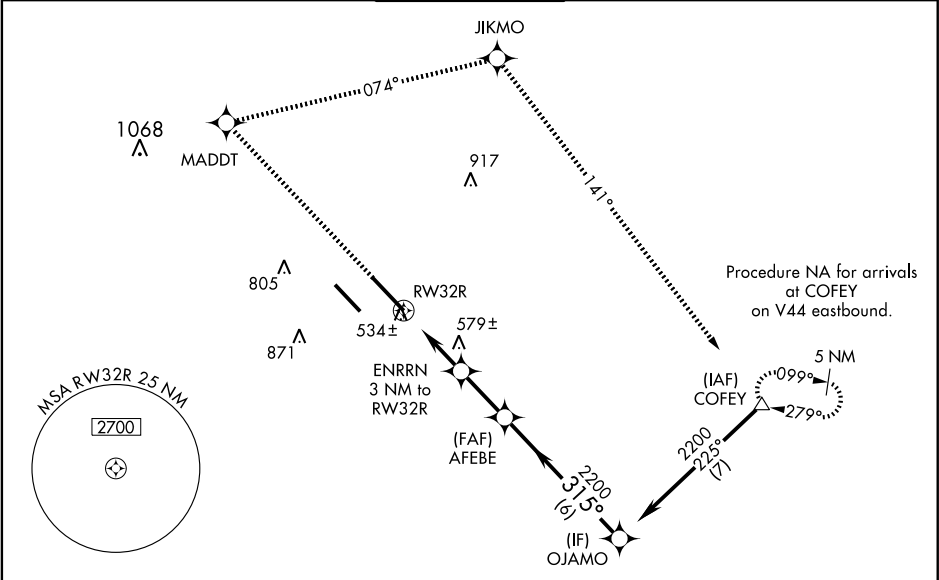
MALSR

A5

⋮

MISSED APPROACH: Climb to 2300 direct MADDT and right turn on track 074° to JIKMO and on track 141° to COFEY and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



ELEV 459	2300	MADDT	JIKMO	COFEY	VGSI and RNAV glidepath not coincident.
	↑	✧	tr 074°	tr 141°	△
	<div><div>*LNAV only</div><div><div>ENRRN 3 NM to RW32R</div><div>AFEBE 2200</div><div>OJAMO</div><div>2200</div><div>315°</div><div>2200</div><div>1460</div><div>1 NM</div><div>2 NM</div><div>2.3 NM</div><div>6 NM</div><div>Procedure Turn NA</div><div>GS 3.00°</div><div>TCH 55</div></div></div>				
	<div><div>REIL Rwy 14L</div><div>HIRL Rwy 14R-32L and 14L-32R</div><div>315° to RW32R</div><div>TDZE 442</div><div>32R</div><div>1000 X 130</div><div>616</div><div>0.5% DOWN</div><div>0.1% UP</div><div>14R</div><div>32L</div></div>				
	CATEGORY	A	B	C	D
	LPV DA	642-½ 200 (200-½)			
	LNAV/VNAV DA	804-¾ 362 (400-¾)			
	LNAV MDA	840-½ 398 (400-½)			840-1 398 (400-1)
	CIRCLING	1000-1 541 (600-1)	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

TACAN SKE
Chan 59

APCH CRS
130°

Rwy Idg
TDZE 8011
Arpt Elev 459

AL-46 [USAF]

BELLEVILLE/SCOTT AFB/MIDAMERICA (KBLV)

TACAN RWY 14R

▼

MALSR
A5

MISSED APPROACH: Climb to 2400 via SKE R-138 to WOMUG INT/SKE 14.1 DME and hold.

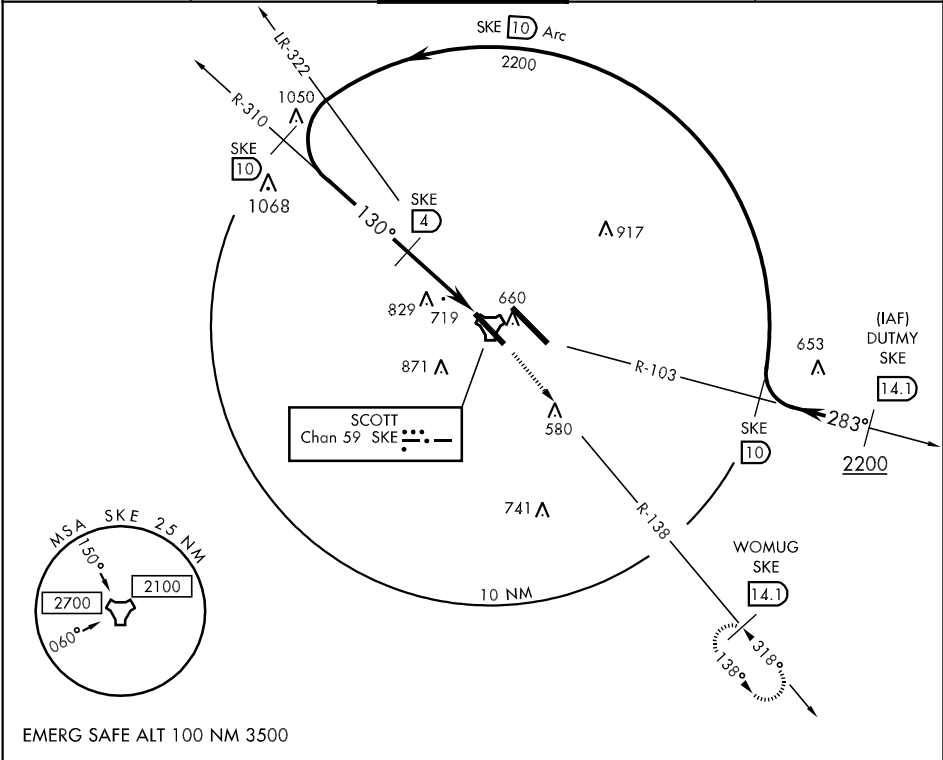
ATIS ★
128.7 256.7

ST LOUIS APP CON
125.2 281.5

SCOTT TOWER
128.25 253.5

GND CON
119.2 275.8

CLNC DEL
119.875 263.025



SKE R-310
2200
130°
1600
3.00°
TCH 65

2400
SKE R-138
WOMUG SKE 14.1

ELEV 459
Rwy 32L Idg 7801'

130° 3.4 NM to TACAN

TDZE 459

0.38 DOWN 8011 + 150

10000 + 150

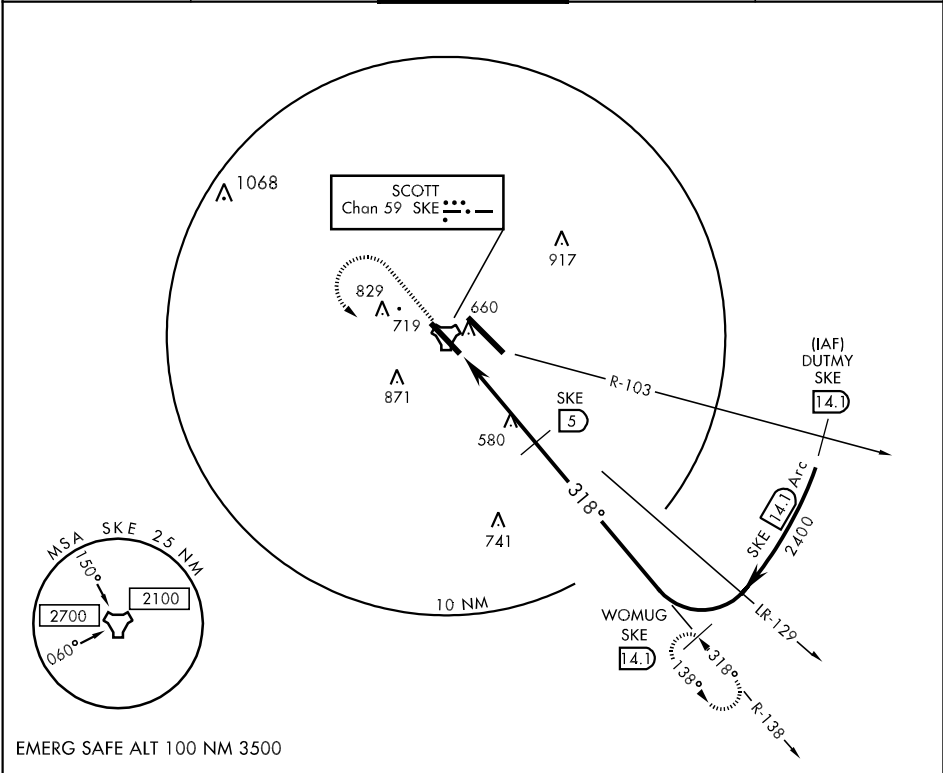
32R

REIL Rwy 14L

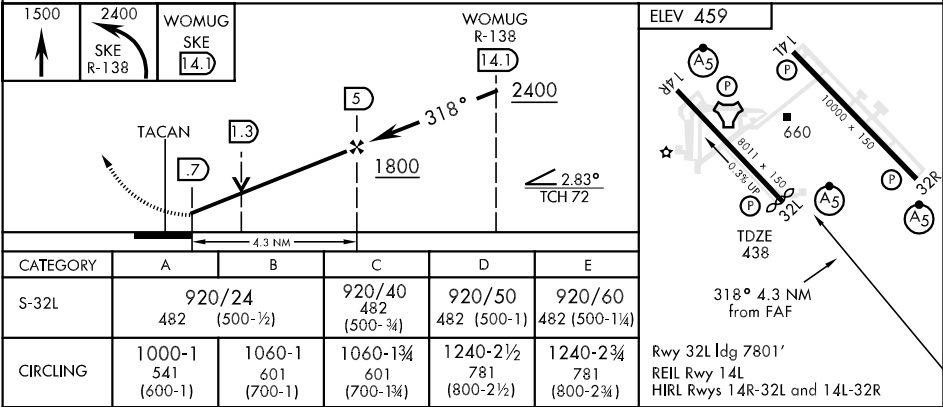
HIRL Rwy 14R-32L and 14L-32R

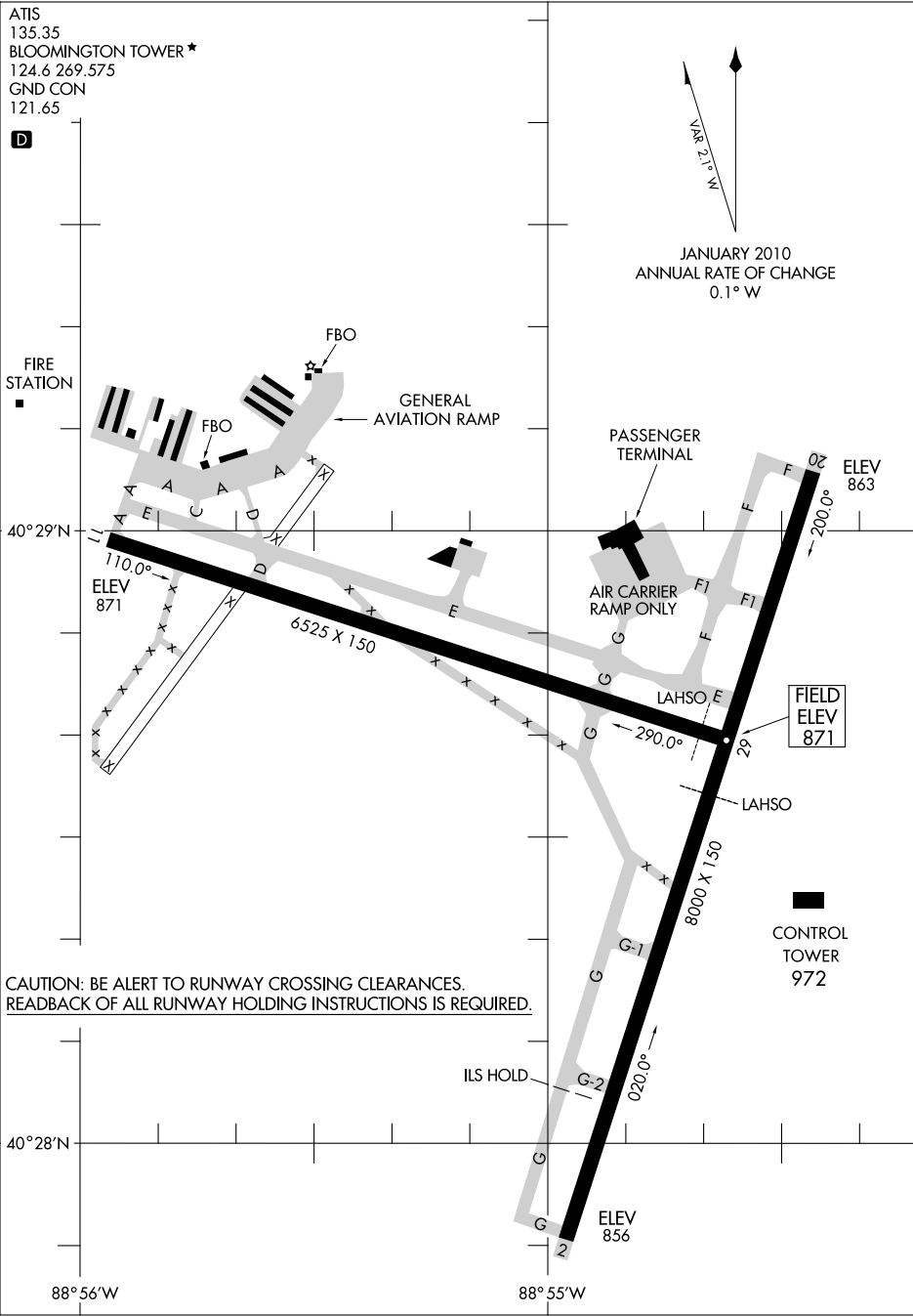
CATEGORY	A	B	C	D	E
S-14R	1080/24 621 (700-1½)		1080/60 621 (700-1¼)	1080-1½ 621 (700-1½)	1080-1¾ 621 (700-1¾)
CIRCLING	1080-1 621 (700-1)		1080-1¾ 621 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

TACAN SKE Chan 59		APCH CRS 318°	Rwy Idg 7801 TDZE 438 Arpt Elev 459	TACAN RWY 32L	
				AL-46 [USAF]	BELLEVILLE/SCOTT AFB/MIDAMERICA (KBLV)
<div><div></div></div>				<div>MALSR</div> <div><div>A5</div><div></div></div>	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via SKE R-138 to WOMUG INT/SKE 14.1 DME and hold.
ATIS ★ 128.7 256.7		ST LOUIS APP CON 125.2 281.5		SCOTT TOWER 128.25 253.5	<div>GND CON 119.2 275.8</div> <div>CLNC DEL 119.875 263.025</div>



EMERG SAFE ALT 100 NM 3500





BLOOMINGTON/NORMAL**CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON-NORMAL** (BMI) 3 E UTC-6(-5DT)

CHICAGO

H-5E, L-27C

IAP, AD

N40°28.63' W88°54.96'

871 B S4 FUEL 100LL, JET A OX 4 Class I, ARFF Index B NOTAM FILE BMI

RWY 02-20: H8000X150 (CONC-GRVD) S-75, D-150, 2S-175, 2D-300 HIRL CL

RWY 02: MALSR. PAPI(P4R)—GA 3.0° TCH 50'.

RWY 20: ALSF2. TDZL. P-line.

RWY 11-29: H6525X150 (ASPH-CONC-GRVD) S-75, D-105, 2S-175, 2D-300 HIRL

RWY 11: VASI(V4R)—GA 3.0° TCH 43'.

RWY 29: MALSR.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	11-29	4600
RWY 11	02-20	6200

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-8000 TODA-8000 ASDA-8000 LDA-8000

RWY 11: TORA-6525 TODA-6525 ASDA-6525 LDA-6525

RWY 20: TORA-8000 TODA-8000 ASDA-8000 LDA-8000

RWY 29: TORA-6525 TODA-6525 ASDA-6525 LDA-6525

AIRPORT REMARKS: Attended 1200-0500Z†. Birds and deer on and in/ov

arpt. Snow removal ops in progress winter months; equipment ops

will be monitoring CTAF when twr closed. SE end of Rwy 29 565'

conc, remaining 5960' asph. 48 hr PPR for unscheduled air carrier ops with more than 30 passengers seats

call arpt manager 309-663-7383. Rwy 02 touchdown, midfield and rollout rwy visual range avbl. Rwy 20

touchdown, midfield and rollout rwy visual range avbl. Rwy 29 touchdown rwy visual range avbl. Rwy 20 ALSF2

operates as SSALR when twr clsd. Acft ldg/departing Bloomington should announce intentions on CTAF when

twr clsd. ACTIVATE HIRL Rwy 11-29, HIRL Rwy 02-20, CL 02-20, TDZL Rwy 20, MALSR Rwy 02 and Rwy 29,

and PAPI Rwy 02—CTAF. ALSF only avbl when twr open.

WEATHER DATA SOURCES: ASOS 135.35 (309) 661-9478. LAWRS.**COMMUNICATIONS:** CTAF 124.6 ATIS 135.35 UNICOM 122.95

BLOOMINGTON RCO 123.6R 108.2T (KANKAKEE RADIO)

® PEORIA APP/DEP CON 128.725

BLOOMINGTON TOWER 124.6 (1200-0400Z†). GND CON 121.65

AIRSPACE: CLASS D svc 1200-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BMI.

BLOOMINGTON (L) VOR/DME 108.2 BMI Chan 19 N40°28.85' W88°55.88' at fld. 882/3E.

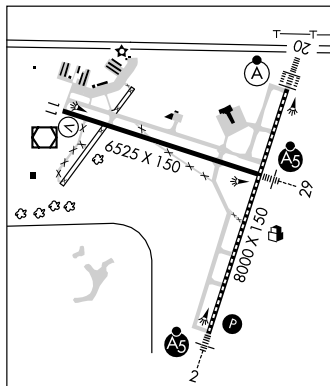
EGROW NDB (LOM) 334 LH N40°33.62' W88°52.48' 201° 5.3 NM to fld.

ILS/DME 111.9 I-LHJ Chan 56. Rwy 20. LOM EGROW NDB. Unmonitored when twr is clsd. Category

II ILS is not avbl when twr clsd.

ILS 108.3 I-BMI Rwy 29. Unmonitored when twr is clsd. LOC BC unusable byd 15 NM.

ILS/DME 111.9 I-TXN Chan 56. Rwy 02. Unmonitored when twr clsd.



LOC/DME I-TXN 111.9 Chan 56	APP CRS 018°	Rwy Idg TDZE 867 Apt Elev 871
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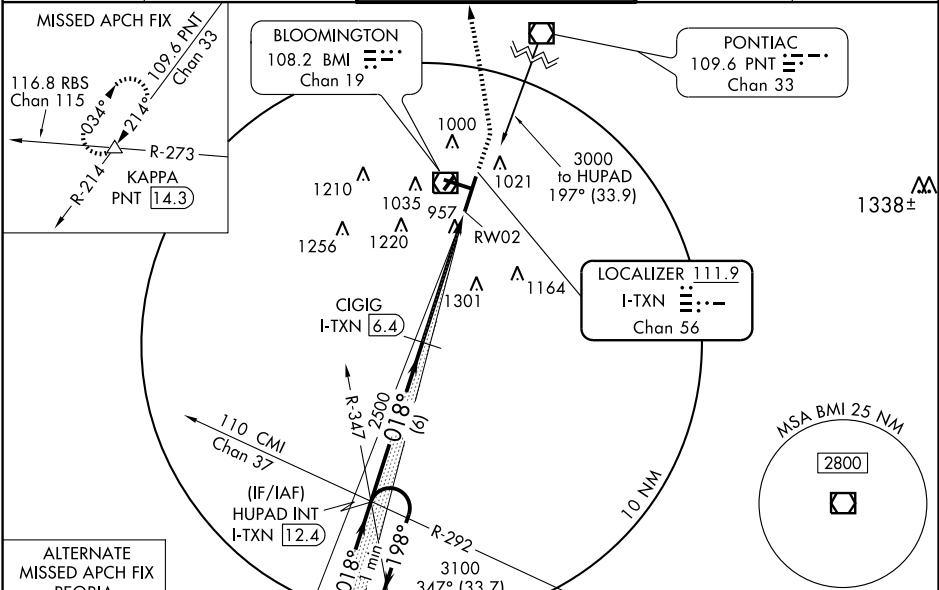
BLOOMINGTON/
NORMAL /
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
ILS or LOC/DME RWY 2

When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase S-LOC Cat C and D and Circling Cat D visibility ½ mile.
VDP NA with General Downing-Peoria Intl altimeter setting. For inoperative MALSR when using General Downing-Peoria Intl altimeter setting, increase S-ILS 2 all Cats visibility to RVR 5000.

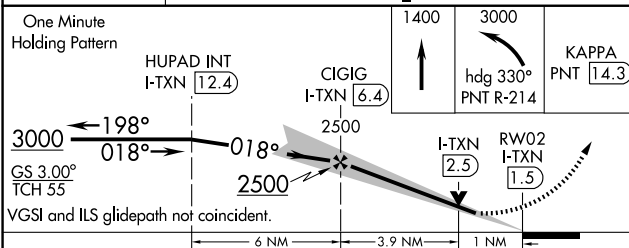


MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 via heading 330° and PNT VOR/DME R-214 to KAPPA Int/PNT 14.3 DME and hold; or as directed by ATC.

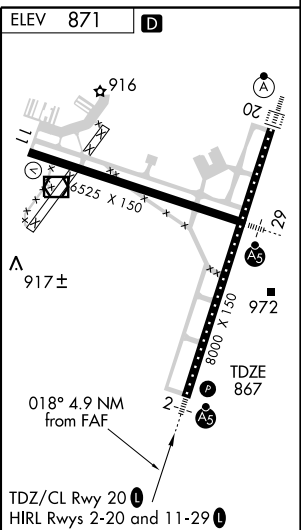
ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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ALTERNATE MISSED APCH FIX PEORIA 115.2 PIA Chan 99 R-275 095° 275°
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CATEGORY	A	B	C	D
S-ILS 2	1067/24	200 (200-½)		
S-LOC 2	1260/24	393 (400-½)		1260/40 393 (400-¾)
CIRCLING	1340-1	469 (500-1)	1340-1½ 469 (500-1½)	1520-2 649 (700-2)



AL-5058 (FAA)

LOC/DME I-LHJ 111.9 Chan 56	APP CRS 198°	Rwy Idg 8000 TDZE 871 Apt Elev 872
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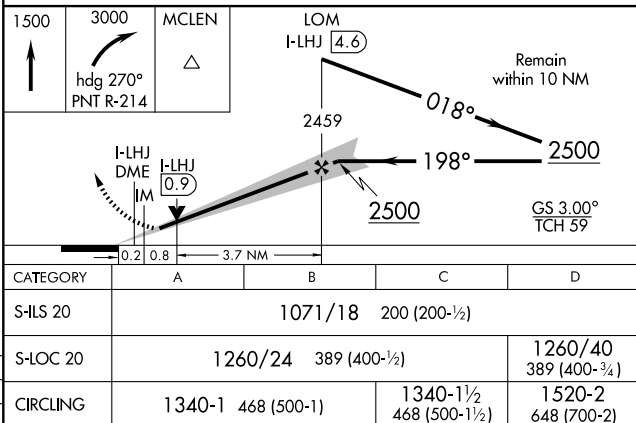
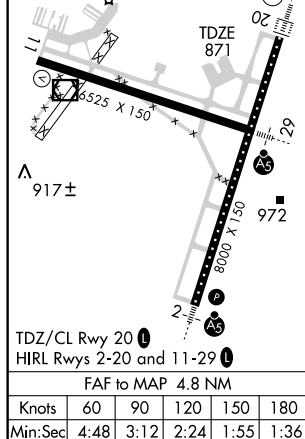
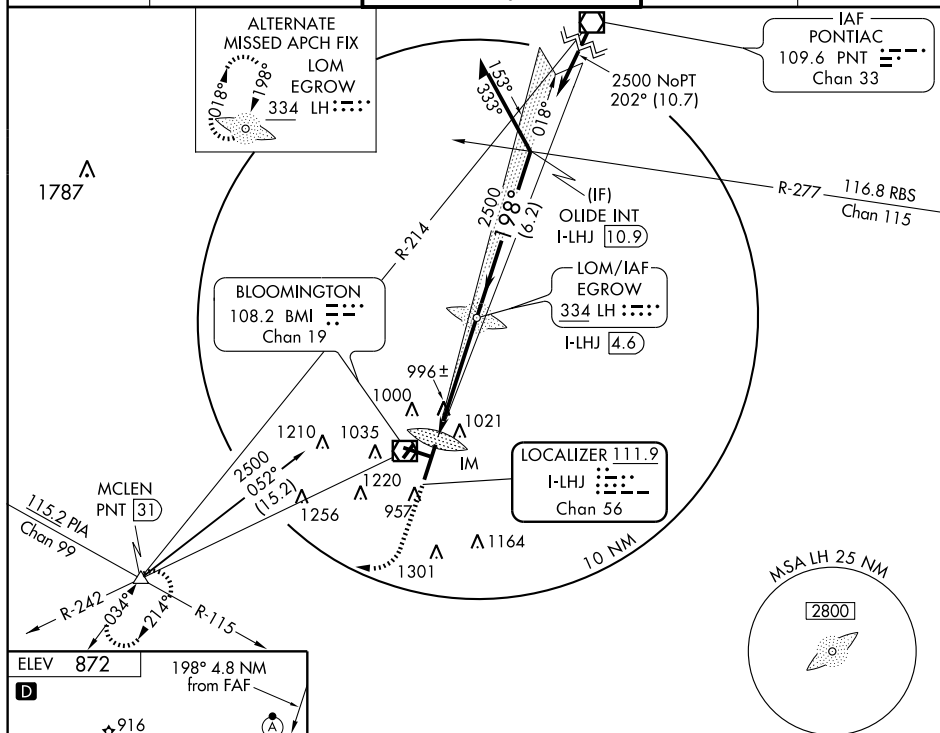
BLOOMINGTON/NORMAL / ILS or LOC RWY 20
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

T If local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DAs/MDAs 120 feet.
A VDP NA when using General Downing-Peoria Intl altimeter setting.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 270° and PNT VOR/DME R-214 to MCLN Int/PNT 31 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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BLOOMINGTON/NORMAL, ILLINOIS

Amdt 3 10154

40°29'N - 88°55'W

CENTRAL II RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

BLOOMINGTON/NORMAL /

ILS or LOC RWY 20

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AL-5058 (FAA)

BLOOMINGTON/
NORMAL /
CENTRAL IL RGN

ILS or LOC RWY 29
BLOOMINGTON-NORMAL (BMT)

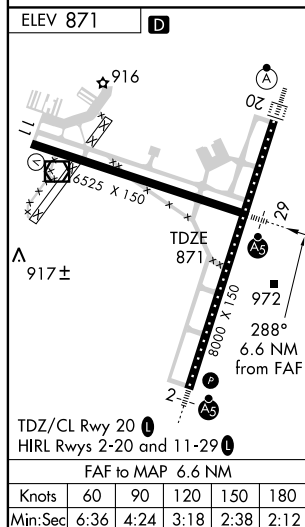
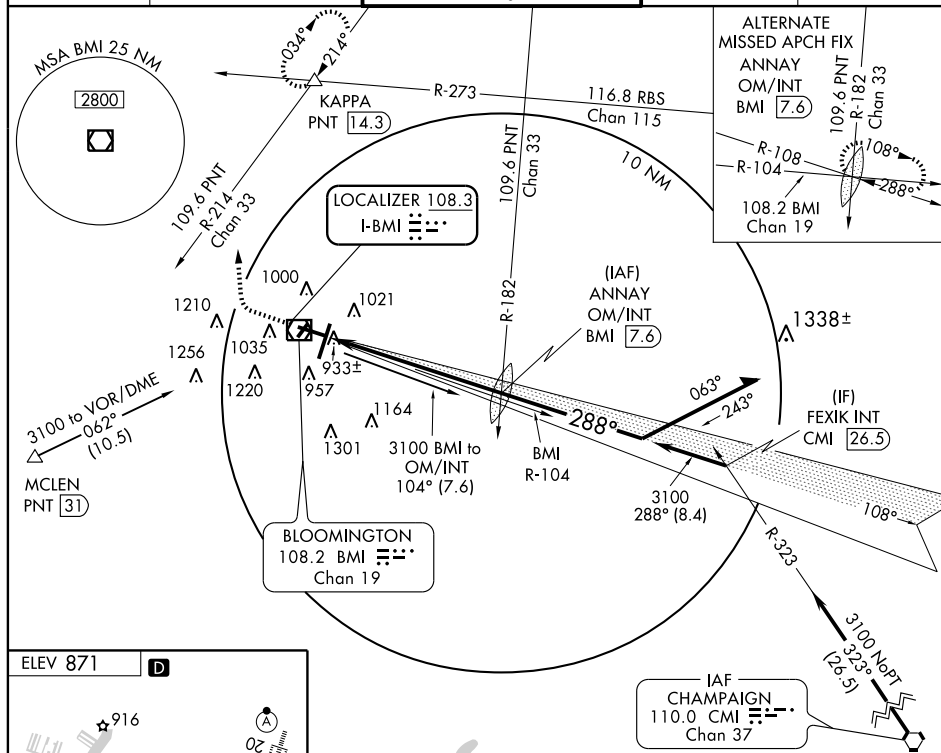
LOC I-BMI <u>108.3</u>	APP CRS 288°	Rwy Idg 6525 TDZE 871 Apt Elev 871
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T When local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet. For inoperative **A** MALSR, increase S-LOC-29 Cat. D visibility to RVR 5000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 350° and PNT R-214 to KAPPA Int/PNT 14.3 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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1500 ↑	3000 hdg 350° PNT R-214	KAPPA △	ANNAY OM/INT BMI 7.6	3059	108°	Remain within 10 NM
					FEXIK INT CMI 26.5	3100
				3100		GS 3.00° TCH 56
			6.6 NM	8.4 NM		
CATEGORY	A	B	C	D		
S-ILS 29	* 1071/24 200 (200-½)					
S-LOC 29	1200/24 329 (400-½)				1200/40 329 (400-¾)	
CIRCLING	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1520-2 649 (700-2)			

BLOOMINGTON/NORMAL, ILLINOIS

Amdt 9A 10154

40°29'N - 88°55'W

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
BLOOMINGTON/NORMAL / ILS or LOC RWY 29

AL-5058 (FAA)

LOC/DME I-LHJ 111.9 Chan 56	APP CRS 198°	Rwy Idg 8000 TDZE 871 Apt Elev 872
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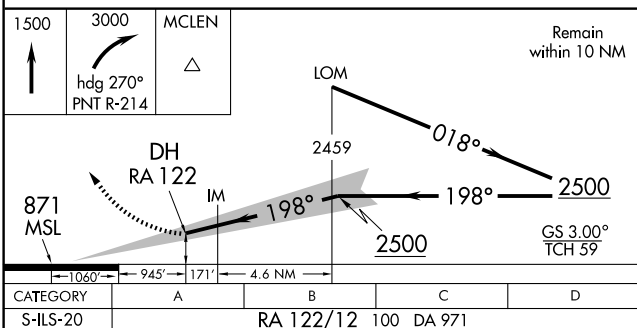
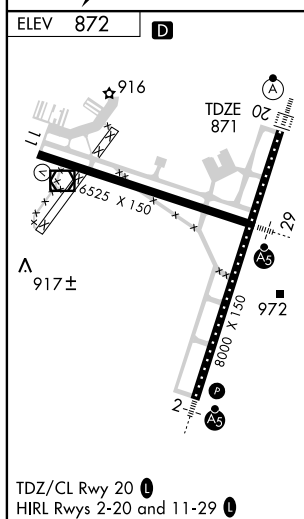
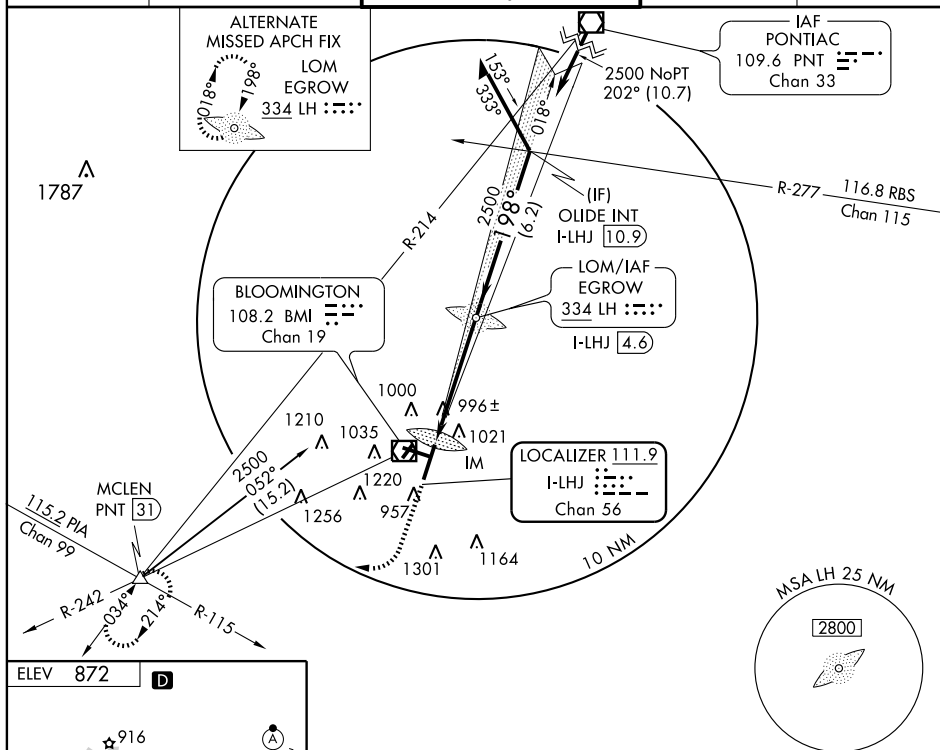
BLOOMINGTON/NORMAL / ILS RWY 20 (CAT II)
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

T If local altimeter setting not received, use
A General Downing-Peoria Intl altimeter setting
and increase all DAs/MDAs 120 feet.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 270° and PNT VOR/DME R-214 to MCLN Int/PNT 31 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

BLOOMINGTON/NORMAL, ILLINOIS
Amdt 3 10154

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
BLOOMINGTON/NORMAL / **ILS RWY 20** (CAT II)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

▼

▲

When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA/MDA 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using General Downing-Peoria Intl altimeter setting.

MALSR

AS

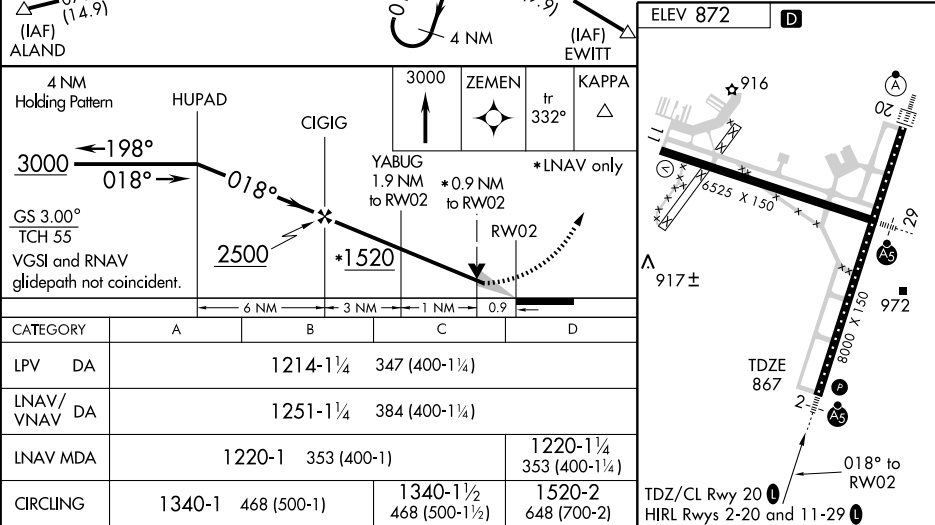
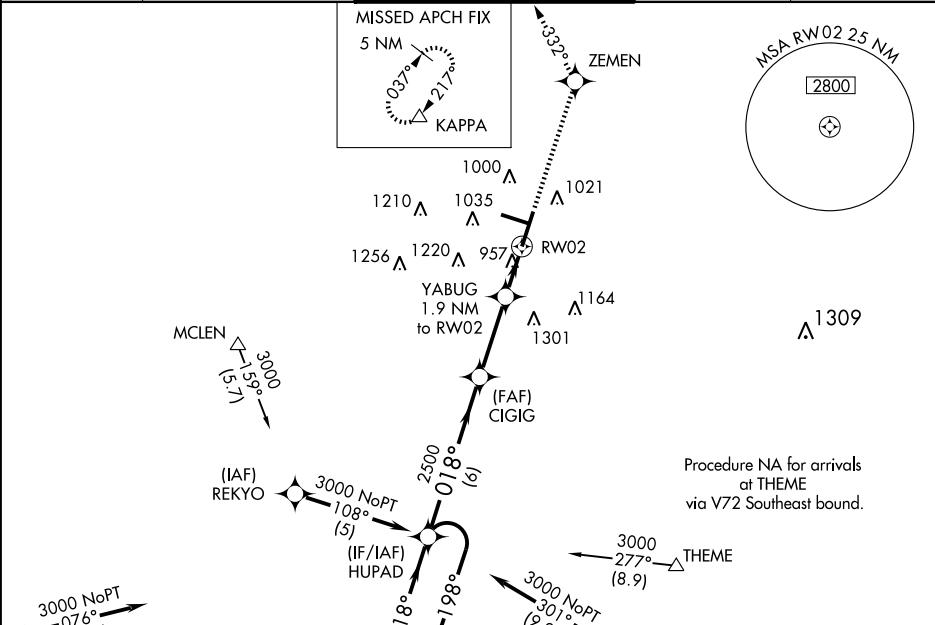
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MISSED APPROACH: Climb to 3000 direct ZEMEN and on track 332° to KAPPA and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 269.575	GND CON 121.65	UNICOM 122.95
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WAAS CH 97617 W11A	APP CRS 108°	Rwy Idg 6525 TDZE 871 Apt Elev 871
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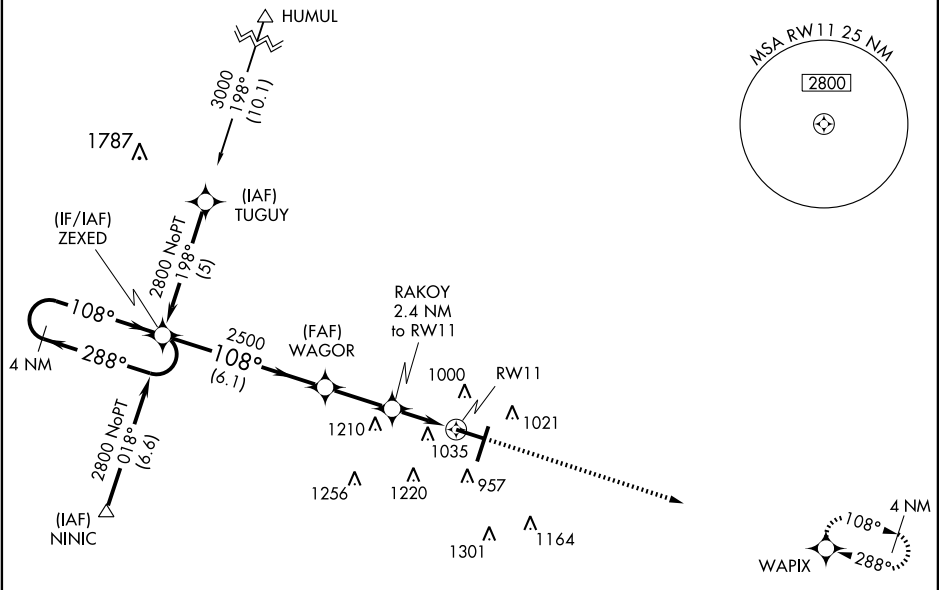
BLOOMINGTON/
NORMAL /
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

RNAV (GPS) RWY 11

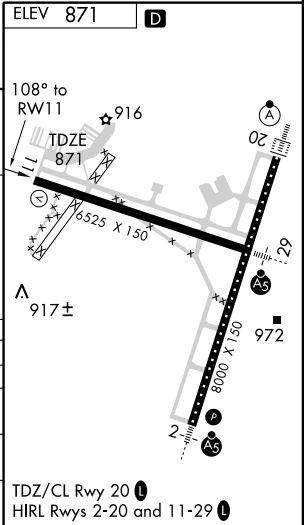
Baro-VNAV NA when using Peoria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
VDP NA with Peoria altimeter setting. When local altimeter setting not received, use Peoria altimeter setting and increase all DA 116 feet and all MDA 120 feet; increase LPV visibility all Cats ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile; LNAV Cat D and Circling Cat D visibility ½ mile.

MISSED APPROACH:
Climb to 3100 direct
WAPIX and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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4 NM Holding Pattern	ZEXED	WAGOR	RAKOY 2.4 NM to RW11	3100 WAPIX
2800	288° 108°	2500	*1.2 NM to RW11	
GS 3.00° TCH 43		2500	*1.2 NM to RW11	
	6.1 NM	2.5 NM	1.2 NM	1.2 NM
CATEGORY	A	B	C	D
LPV DA	1121-3¼ 250 (300-¾)			
LNAV/ VNAV DA	1341-1¾ 470 (500-1¾)			
LNAV MDA	1280-1	409 (500-1)	1280-1¼	409 (500-1¼)
CIRCLING	1340-1	469 (500-1)	1340-1½	1520-2 469 (500-1½) 649 (700-2)



WAAS CH 99303 W20A	APP CRS 198°	Rwy Idg TDZE 871 Apt Elev 871
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BLOOMINGTON/
NORMAL /
CENTRAL IL RGNL ARPT at BLOOMINGTON-NORMAL (BMI)

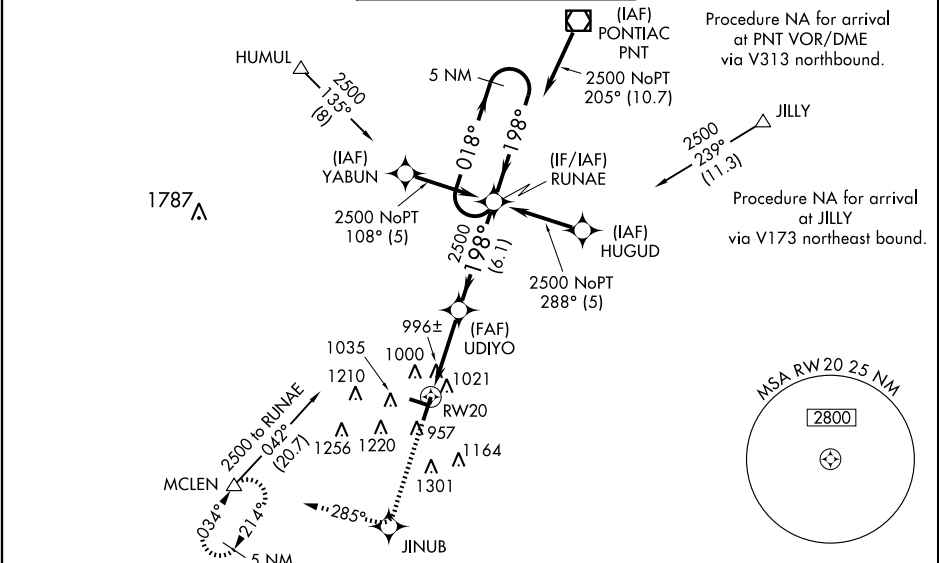
RNAV (GPS) RWY 20

⚠ Baro-VNAV NA when using General Downing-Peoria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, and LNAV/VNAV all Cats., LNAV Cat C and Circling Cat D visibility ½ mile. For inoperative ALSF increase LNAV Cat D visibility to RVR 6000. For inoperative ALSF when using General Downing-Peoria Intl altimeter setting increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH:
Climb to 3000 direct JINUB and via 285° track to MCLEN and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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3000 JINUB
↑

tr 285°

MCLEN

*LNAV only

1.1

3.8 NM

6.1 NM

UDIYO

RUNAE

198°

018°

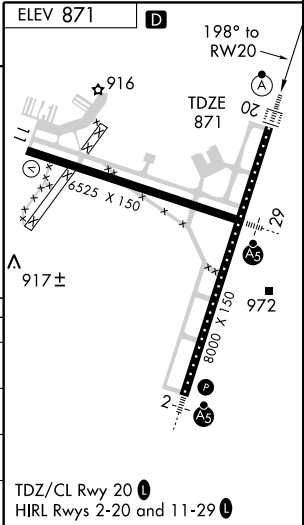
198°

2500

GS 3.00°

TCH 55

CATEGORY	A	B	C	D
LPV DA	1121/24		250 (300-½)	
LNAV/VNAV DA	1301/50		430 (500-1)	
LNAV MDA	1260/24		389 (400-½)	
			1260/50 389 (400-1)	
CIRCLING	1340-1	469 (500-1)	1340-1½ 469 (500-1½)	1520-2 649 (700-2)



BOLINGBROOK**BOLINGBROOK'S CLOW INTL** (1C5) 0 NW UTC-6(-5DT) N41°41.76' W88°07.75'

670 B S4 FUEL 100LL, JET A TPA-1500(830) NOTAM FILE IKK

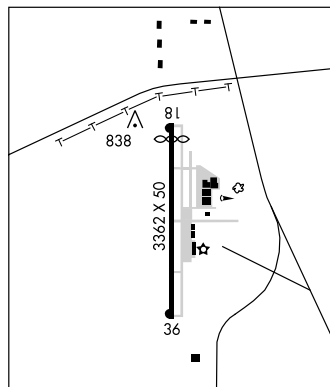
RWY 18-36: H3362X50 (ASPH) LIRL (NSTD) 0.5% up N.

RWY 18: Thld displcd 190'. Tree.

RWY 36: Building.

AIRPORT REMARKS: Attended 1300-0000Z+. Rwy 18-36 NSTD LIRL, spacing and ints varies. Twy only 20' wide. Large acft consider back-taxi.**COMMUNICATIONS:** CTAF 122.9

® CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'
W88°19.10' 041° 12.4 NM to fld. 592/2E.CHICAGO
COPTER
L-28H, A
IAP**BRADFORD** N41°09.58' W89°35.27' NOTAM FILE IKK.

(H) VORTAC 114.7 BDF Chan 94 133° 12.4 NM to Marshall Co. 810/0E.

VOR portion unusable 189°-199° blo 3500' and between 25 and 35 NM.

RCO 123.6 122.05R 114.7T (KANKAKEE RADIO).

CHICAGO
H-5D, L-27C**BRESSON** (See COMPTON)**BULT FIELD** (See MONEE)**CABBI** N37°52.21' W89°14.28' NOTAM FILE MDH.

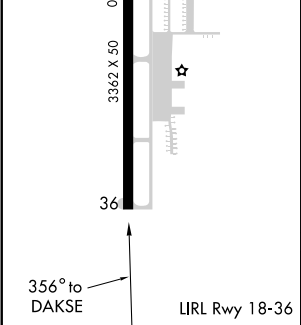
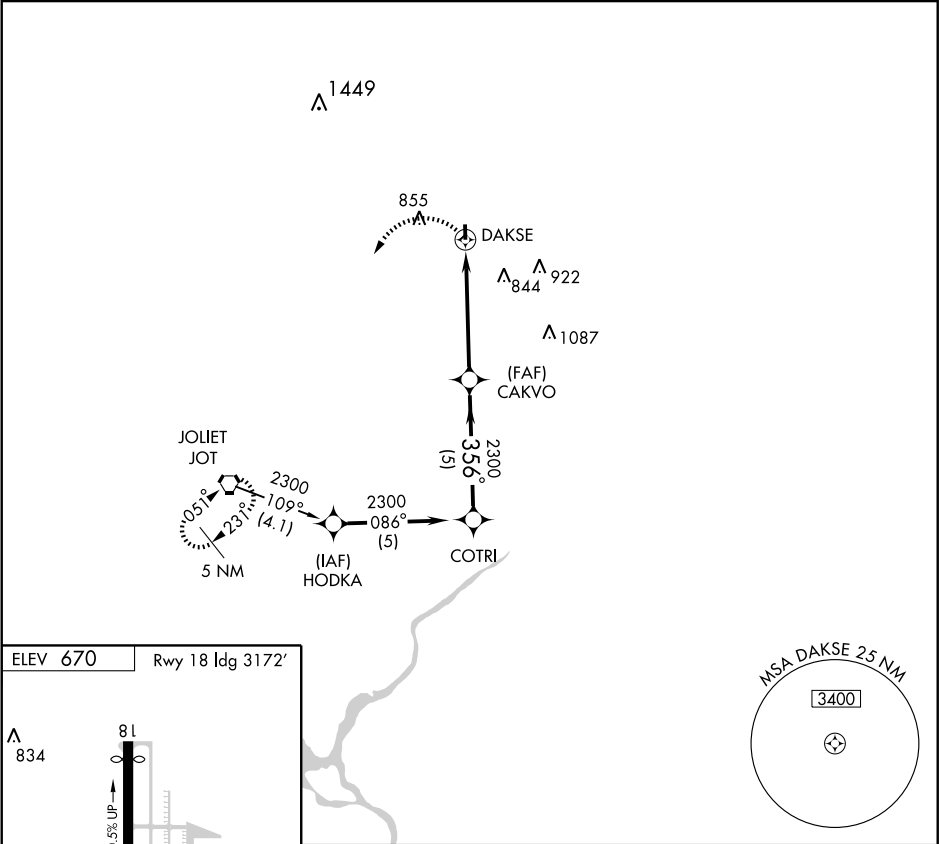
NDB (LOM) 388 MD 185° 5.6 NM to Southern Illinois. Unmonitored when twr clsd.



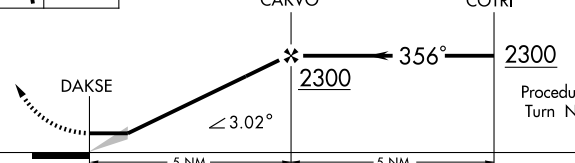
ST LOUIS

APP CRS	Rwy Idg	N/A
356°	TDZE	N/A
	Apt Elev	670

RNAV (GPS)-B
BOLINGBROOK'S CLOW INTL (1C5)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Chicago/Romeoville altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 2300 direct JOT VORTAC and hold.
CHICAGO APP CON 119.35 388.0	CTAF 122.9



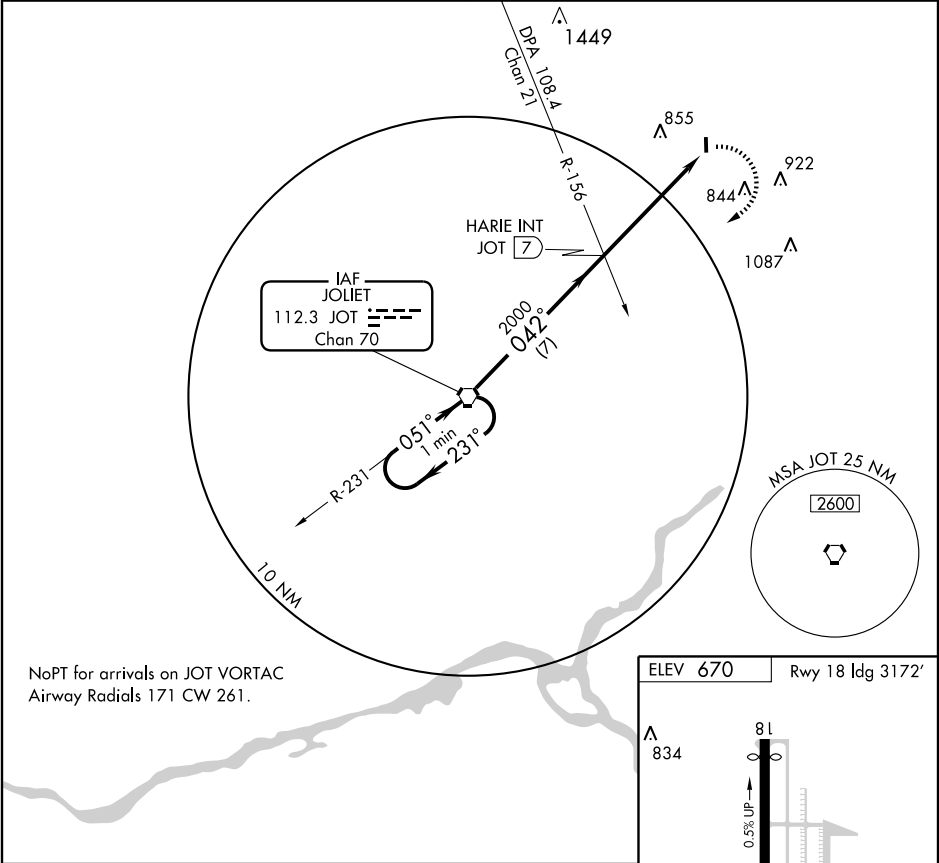
2300	JOT				
					
					
CATEGORY	A	B	C	D	
CIRCLING	1220-1	550 (600-1)	NA		

VORTAC JOT	APP CRS	Rwy Idg	N/A
112.3	042°	TDZE	N/A
Chan 70		Apt Elev	670

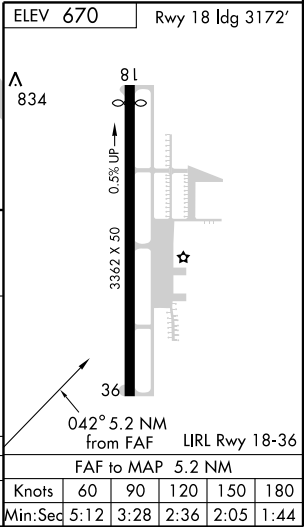
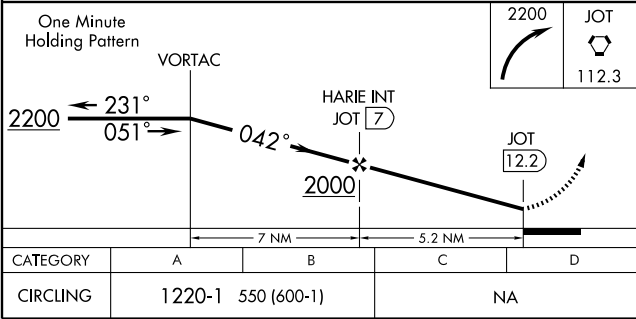
VOR-A
BOLINGBROOK'S CLOW INTL (1C5)

NA	Use Lewis University altimeter setting.	MISSED APPROACH: Climbing right turn to 2200 direct JOT VORTAC and hold.
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CHICAGO APP CON 119.35 388.0	CTAF 122.9
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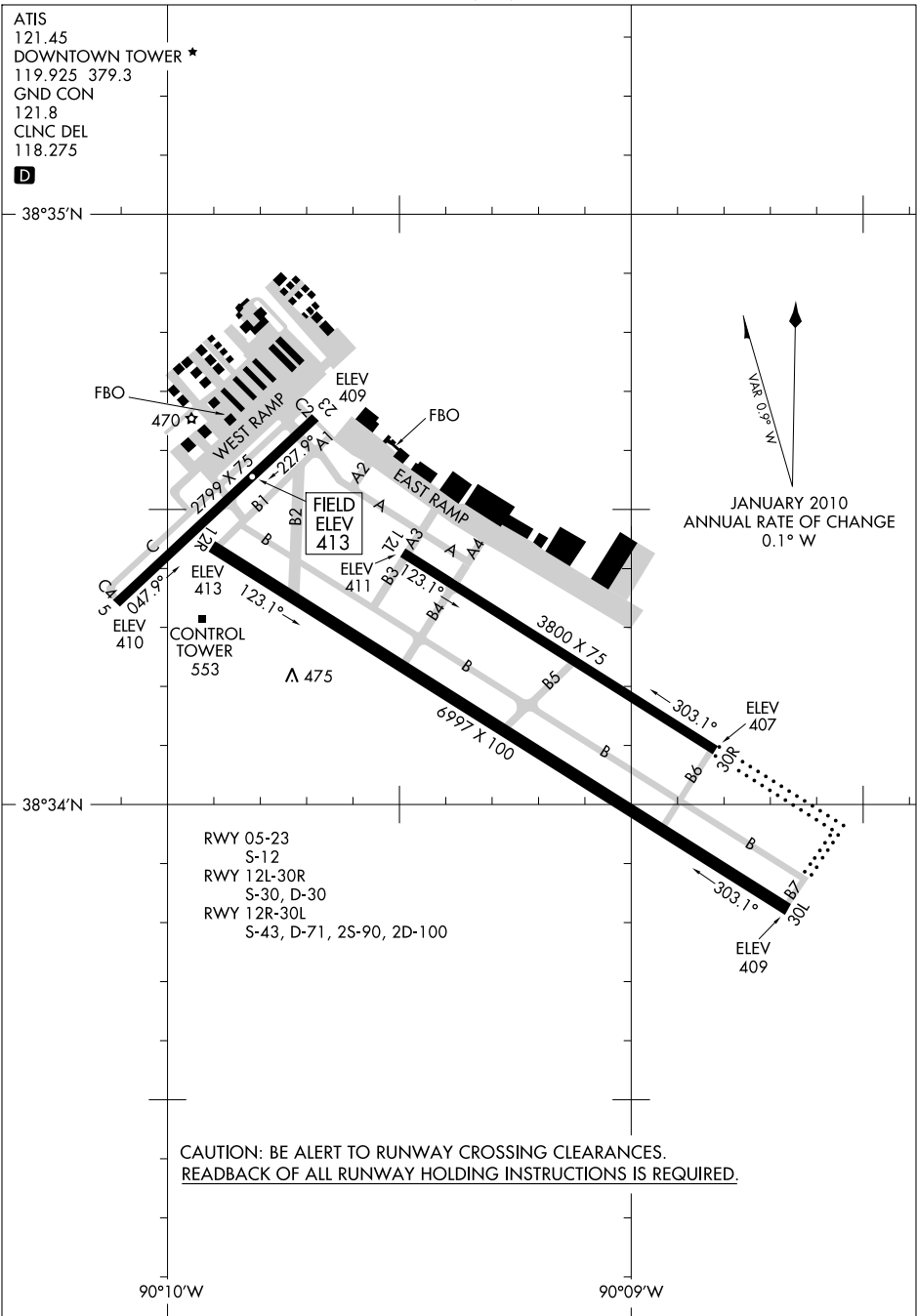


NoPT for arrivals on JOT VORTAC
Airway Radials 171 CW 261.



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



ST LOUIS (CAHOKIA, IL)**ST LOUIS DOWNTOWN** (CPS) 1 E UTC-6(-5DT) N38°34.24' W90°09.37'**ST LOUIS**

413 B S4 FUEL 100LL, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE STL H-50, L-27C, A

RWY 12R-30L: H6997X100 (ASPH) S-43, D-71, 2S-90, 2D-100 MIRL IAP

RWY 12R: REIL. Tree.

RWY 30L: MALSR. VASI(V4L)—GA 3.0° TCH 50'. Pole.

RWY 12L-30R: H3800X75 (CONC) S-30, D-30 MIRL

RWY 12L: REIL. Tree.

RWY 30R: REIL. Tree.

RWY 05-23: H2799X75 (ASPH) S-12 MIRL

RWY 05: Tree.

RWY 23: Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 12L: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

RWY 12R: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 23: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 30L: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 30R: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

AIRPORT REMARKS: Attended continuously. Deer and migratory

waterfowl on and in/ovf arpt. Be alert: intensive student training, helicopter operations, and frequent blimp operations. Class IV, ARFF Index A. ARFF avbl Mon-Fri 1300-0200Z, other times by request 618-337-6060. Unscheduled air carrier ops greater than 30 passenger seats require 12 hr prior permission. Mon-Fri

(1400-2230Z) ctc 618-337-6060. After hrs ctc 618-646-8263. Index B ARFF protection provided. Rwy 05-23 not avbl for air carrier ops except taxi ops. Rwy 12L-30R not avbl for air carrier ops except taxi ops.

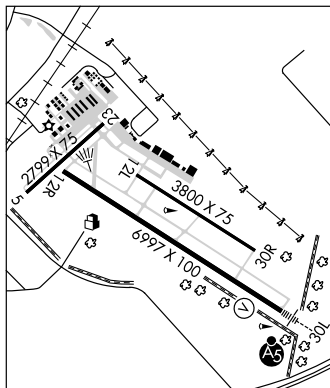
During daylight hours and when twr closed right t/c Rwy 12R and Rwy 30R. MIRL Rwy 12R-30L preset on med ints when tower clsd. MIRL 12L-30R not avbl when tower clsd. ACTIVATE MALSR Rwy 30L when tower clsd—CTAF. Rwy 12R-30L lgts OTS except med ints.

WEATHER DATA SOURCES: ASOS (618) 332-0001. LAWRS.**COMMUNICATIONS:** CTAF 119.925 ATIS 121.45 UNICOM 122.95

Ⓡ **ST LOUIS APP/DEP CON** 123.7 **CLNC DEL** 118.275 (121.8 when twr clsd)

DOWNTOWN TOWER 119.925 (1230-0400Z) **GND CON** 121.8**AIRSPACE:** CLASS D svc 1230-0400Z, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**TROY (L) VORTACW** 116.0 **TOY** Chan 107 N38°44.35' W89°55.12' 224° 15.1 NM to fld. 570/4E.**ACORE NDB (LOM)** 350 **CP** N38°31.19' W90°03.57' 304° 5.5 NM to fld.**ILS** 109.1 **I-CPS** Rwy 30L. Class IA. LOM **ACORE NDB**. LOC and OM unmonitored when twr clsd.

LOC unusable from 0.2 NM inbound and byd 14° right of course.

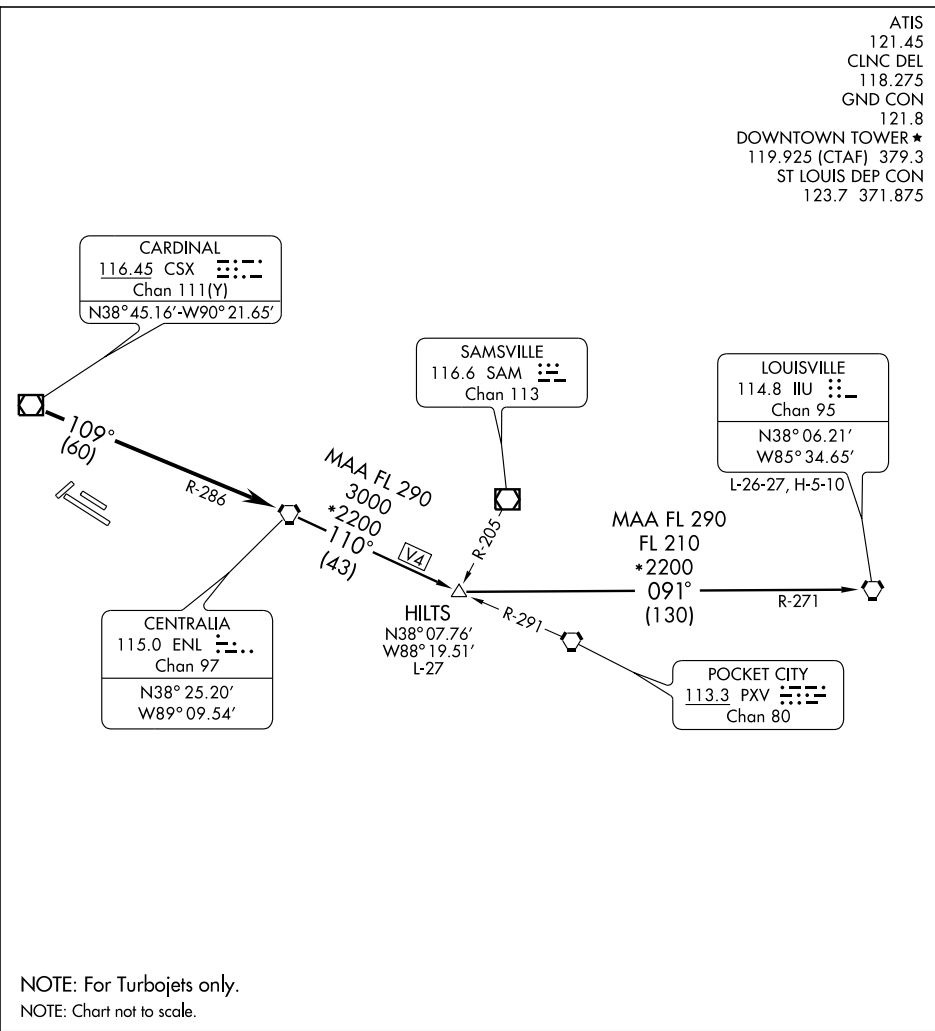
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.**ST. LOUIS DOWNTOWN HELIPORT** (M07) 0 N UTC-6(-5DT) N38°37.52' W90°10.98'**ST. LOUIS**

387 NOTAM FILE STL

HELIPAD H1: H37X37 (MATS)

HELIPORT REMARKS: Attended 1500-0100Z. Svc for acft after hrs avbl for fee, ctc heliport manager. Daylight operations only, night operations not recommended. Call heliport manager before arriving for landing availability due to heavy concentration of air taxi operations. Landing from the south and east are recommended. River barge platform measures approximately 175' by 54'.

COMMUNICATIONS: UNICOM 122.8



CARDS SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

CAHOKIA/ST. LOUIS, ILLINOIS
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

DEPARTURE ROUTE DESCRIPTION

ATIS
121.45
CLNC DEL
118.275
GND CON
121.8
DOWNTOWN TOWER ★
119.925 (CTAF) 379.3
ST LOUIS DEP CON
123.7 371.875

BRICKYARD	
116.3 VHP	•••••
Chan 110	
	N39°48.88'

ROSEWOOD
117.5 ROD
Chan 122

N40°17.27'
W84°02.59'


TERRE HAUTE
115.3 TTH == ...
Chan 100

MATTOON
109.4 MTO ---
Chan 31

BIBLE GROVE
109.0 BIB
Chan 27
N38° 55.22'
W88° 28.92'


ST. LOUIS
117.4 STL
Chan 121
N38°51' 64"-W90°28.94'

CARDINAL
116.45 CSX
Chan 111(Y)
N38° 45' 16" - W90° 21' 65"


TROY
116.0 TOY 
Chan 107
N38°44.35'-W89°55.12'

CENTRALIA
115.0 ENL $\div \dots$
Chan 97

WORKE
N39° 07.05'
W87° 46.42'

SHELBYVILLE
112.0 SHB 
Chan 57

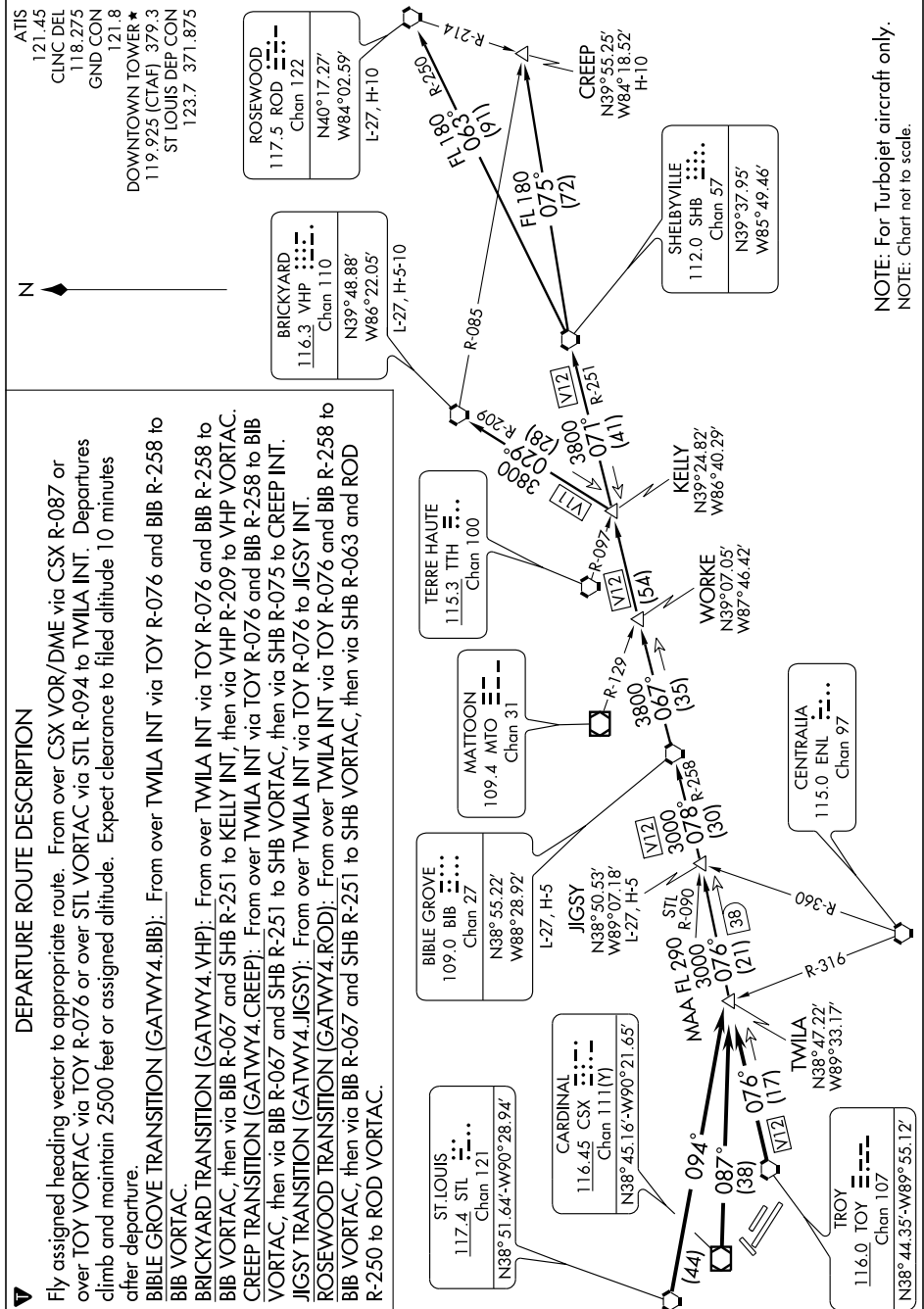
N39°37.95'
W85°49.46'

SHELBYVILLE
112.0 SHB 
Chan 57

N39°37.95'
W85°49.46'

NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

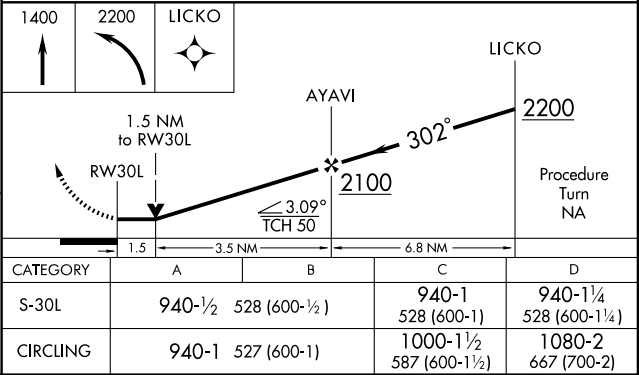
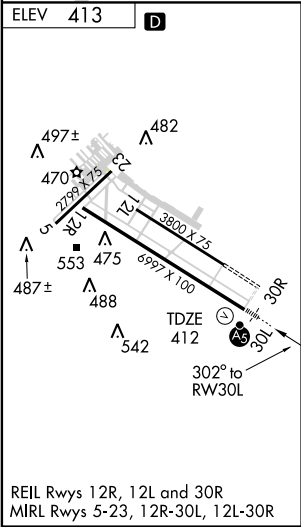
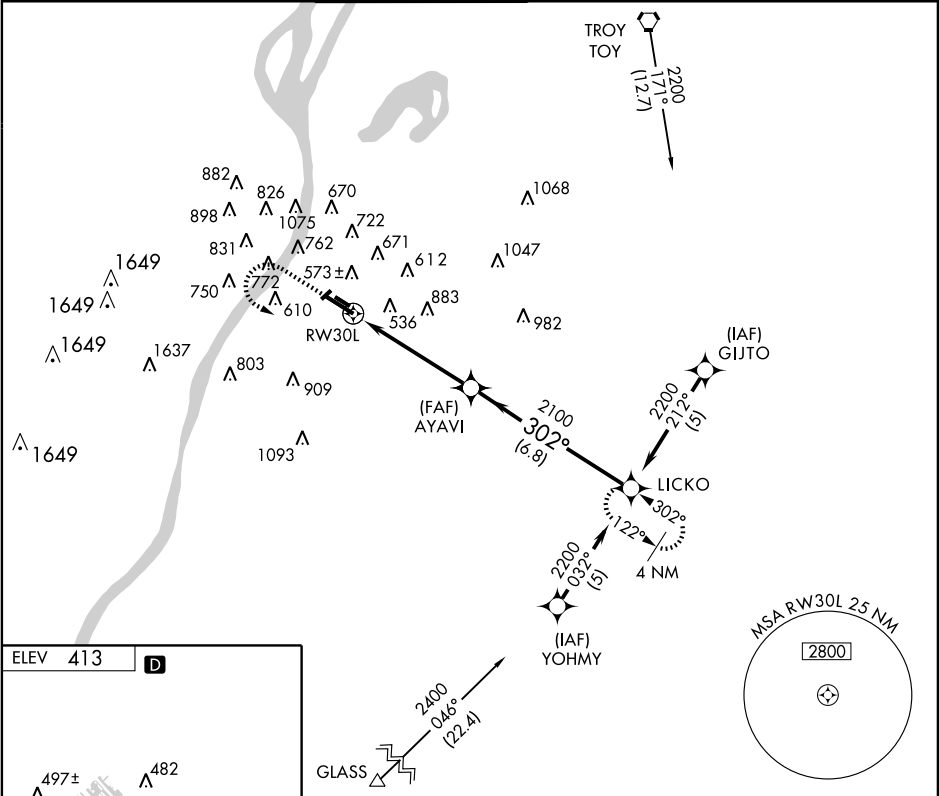
EC-3. 21 OCT 2010 to 18 NOV 2010



APP CRS	Rwy Idg	6997
302°	TDZE	412
	Apt Elev	413

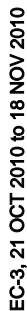
GPS RWY 30L
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

<div><div><div></div><div>NA</div></div></div>		<div><div><div>MALSR</div><div><div><div></div><div>AS</div></div></div></div></div>	MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 direct LICKO WP and hold.		
ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER ★ 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	UNICOM 122.95

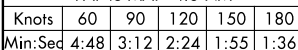


ILS or LOC RWY 30L
CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

MALSR MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 via heading 080° and via I-CPS SE course to EBOPE Int and hold.

UNICOM
122.95

D

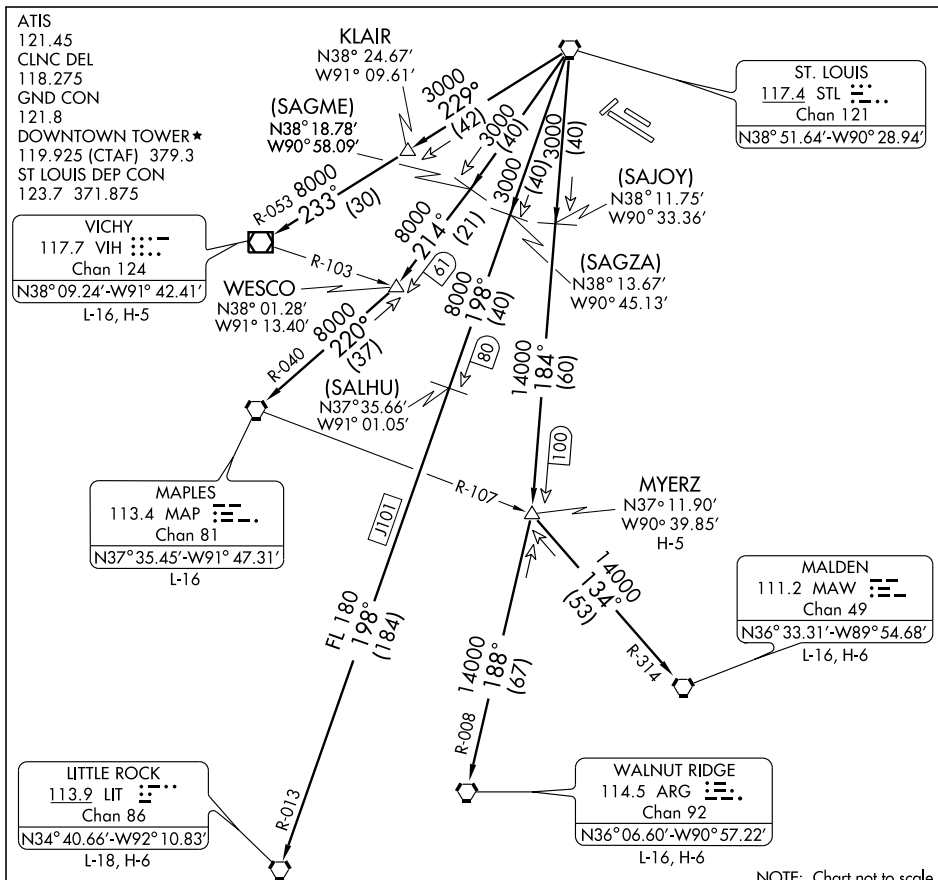


Amdt 9 10266

38°34'N-90°09'W

ILS or LOC RWY 30L

LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

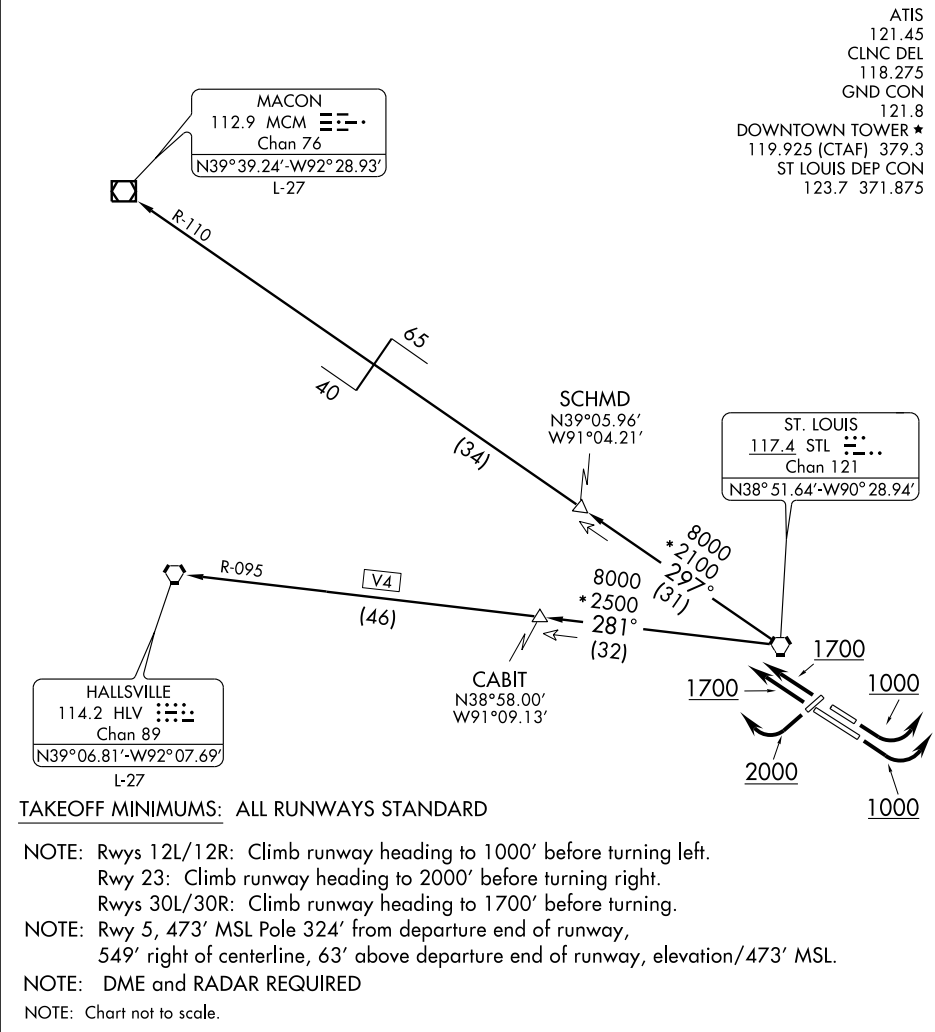
MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

LINDBERGH TWO DEPARTURE



▼

DEPARTURE ROUTE DESCRIPTION

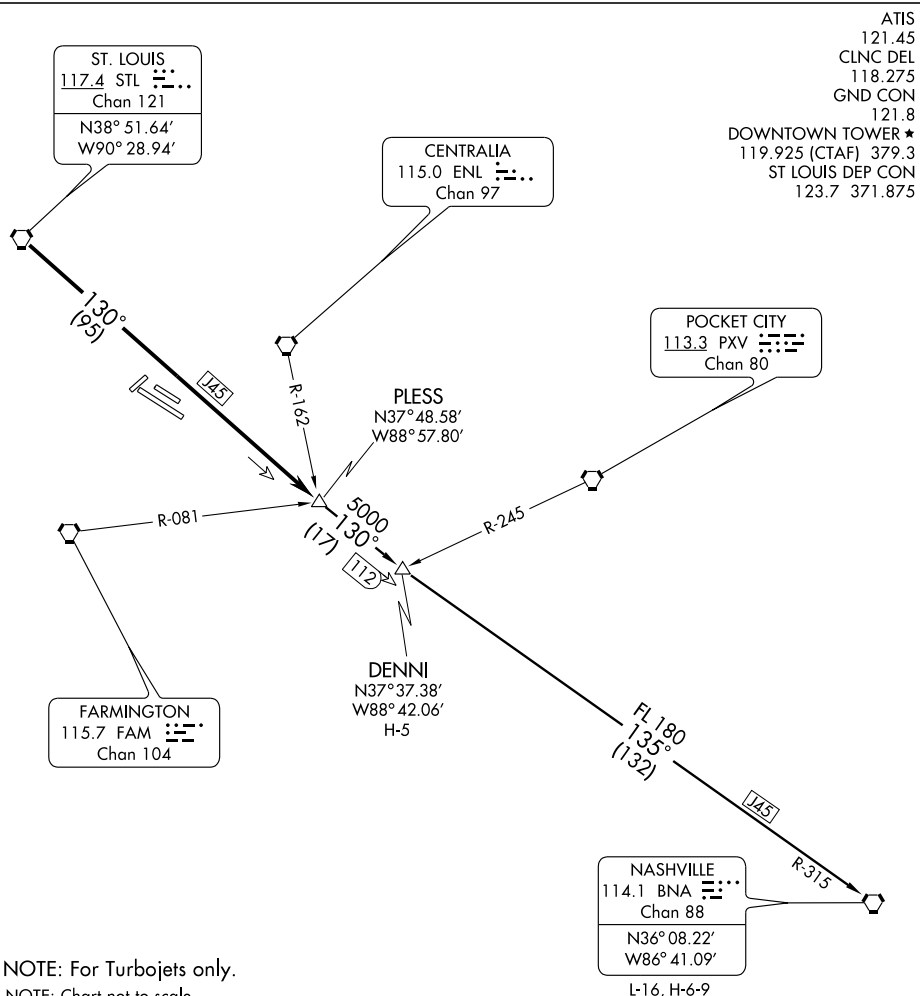
Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLW R-095 to HLW VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

PLEASE ONE DEPARTURE

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

PLEASE ONE DEPARTURE

(PLESS1.STL) 09015

CAHOKIA/ST. LOUIS, ILLINOIS
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

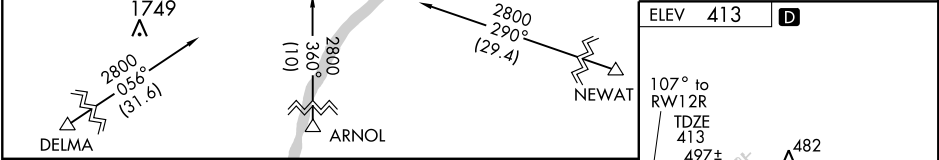
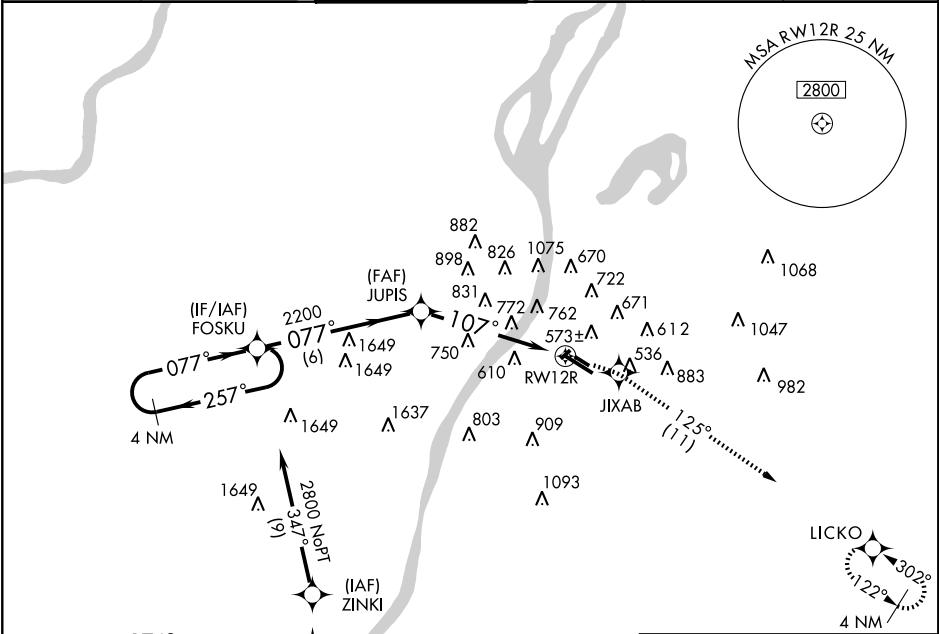
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS 107°	Rwy Idg	6997
	TDZE	413
	Apt Elev	413

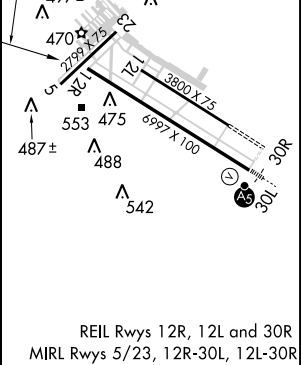
RNAV (GPS) RWY 12R
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

▼ ▲	When local altimeter not received, use Lambert-St Louis Intl, MO altimeter setting and increase MDAs 60 feet. Circling to Rwy 5/23 NA at night. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2200 direct JIXAB and right turn via 125° track to LICKO and hold.
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ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER ★ 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	UNICOM 122.95
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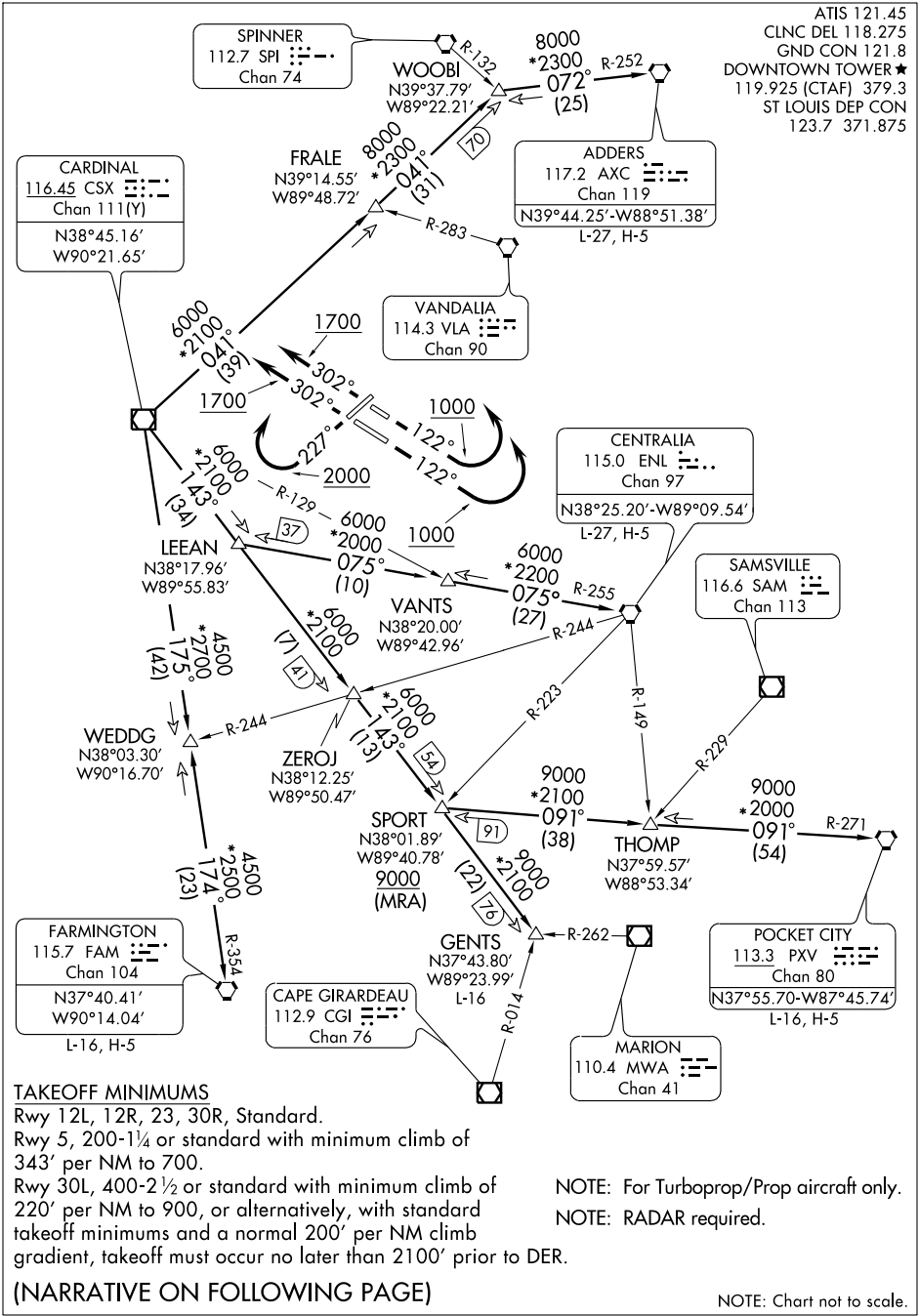


4 NM Holding Pattern		2200	JIXAB	LICKO
2800 ← 257° 077° →		2200	tr 125°	
VDP NA when using Lambert-St Louis Intl, MO altimeter setting.		3.03°	107°	2.1 NM to RW12R
6 NM		3.3 NM	2.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	1140-1 727 (800-1)	1140-2 727 (800-2)	1140-2 727 (800-2)	1140-2 727 (800-2)
CIRCLING	1140-1 727 (800-1)	1140-2 727 (800-2)	1140-2 727 (800-2)	1140-2 727 (800-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKEOFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKEOFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKEOFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOBI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

- Rwy 5: OL on Transmission Tower 1649’ from DER, 19’ left of centerline, 79’ AGL/482’ MSL. Transmission Tower 324’ from DER, 79’ right of centerline, 78’ AGL/487’ MSL.
- Rwy 12L: Tree 1629’ from DER, 144’ left of centerline, 45’ AGL/453’ MSL.
- Rwy 12R: Tree 3822’ from DER, 20’ left of centerline, 94’ AGL/509’ MSL. Tree 2082’ from DER, 927’ right of centerline, 69’ AGL/486’ MSL.
- Rwy 23: Multiple Trees beginning 815’ from DER, 69’ left of centerline, up to 56’ AGL/470’ MSL. Multiple Trees beginning 740’ from DER, 4’ right of centerline, up to 78’ AGL/492’ MSL.
- Rwy 30L: Multiple Trees beginning 2510’ from DER, 503’ left of centerline, up to 107’ AGL/521’ MSL. Multiple Trees beginning 737’ from DER, 32’ right of centerline, up to 99’ AGL/508’ MSL.

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CAHOKIA/ST LOUIS

ST LOUIS DOWNTOWN (CPS) 1E UTC-6(-5DT) N38°34.24' W90°09.37'

ST LOUIS

413 B S4 FUEL 100LL, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE STL H-5D, L-27C, A

RWY 12R-30L: H6997X100 (ASPH) S-43, D-71, 2S-90, 2D-100 MIRL

IAP, AD

RWY 12R: REIL. Tree.

RWY 30L: MALSR. VASI(V4L)—GA 3.0° TCH 50'. Pole.

RWY 12L-30R: H3800X75 (CONC) S-30, D-30 MIRL

RWY 12L: REIL. Tree. RWY 30R: REIL. Tree.

RWY 05-23: H2799X75 (ASPH) S-12 MIRL

RWY 05: Tree. RWY 23: Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 12L: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

RWY 12R: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 23: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 30L: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 30R: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

AIRPORT REMARKS: Attended continuously. Deer and migratory

waterfowl on and invof arpt. Be alert: intensive student training,

helicopter operations, and frequent blimp operations. Class IV,

ARFF Index A. ARFF avbl Mon-Fri 1300-0200Z†, other times by

request 618-337-6060. Unscheduled air carrier ops greater than

30 passenger seats require 12 hr prior permission. Mon-Fri

(1400-2230Z†) ctc 618-337-6060. After hrs ctc 618-646-8263. Index B ARFF protection provided. Rwy

05-23 not avbl for air carrier ops except taxi ops. Rwy 12L-30R not avb for air carrier ops except taxi ops.

During daylight hours and when twr closed right t/c Rwy 12R and Rwy 30R. MIRL Rwy 12R-30L preset on med

ints when twr clsd, MIRL Rwy 12L-30R not avbl when twr clsd. ACTIVATE MALSR Rwy 30L when twr clsd—CTAF.

Rwy 12R-30L lgts OTS except med ints.

WEATHER DATA SOURCES: ASOS (618) 332-0001. LAWRS.

COMMUNICATIONS: CTAF 119.925 ATIS 121.45 UNICOM 122.95

② APP/DEP CON 123.7 CLNC DEL 118.275 (0300-1300Z†)

DOWNTOWN TOWER 119.925 (1230-0400Z†) GND CON 121.8

AIRSPACE: CLASS D svc 1230-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

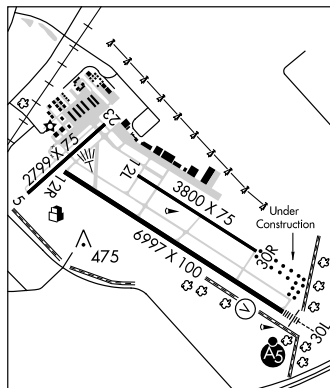
TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 224° 15.1 NM to fld. 570/4E.

ACORE NDB (LOM) 350 CP N38°31.19' W90°03.57' 304° 5.5 NM to fld.

ILS 109.1 I-CPS Rwy 30L. Class IA. LOM ACORE NDB. LOC and OM unmonitored when twr clsd. LOC

unusable from 0.2 NM inbound and byd 14° right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



CALDE N39°47.83' W89°35.52' NOTAM FILE SPI.

ST LOUIS

NDB (LOM) 240 CJ 306° 4.9 NM to Abraham Lincoln Capital.

CAIRO RGNL (CIR) 4 NW UTC-6(-5DT) N37°03.87' W89°13.18'

ST LOUIS

321 B FUEL 100LL NOTAM FILE CIR

L-16H

RWY 14-32: H4003X100 (ASPH) S-30, D-35 MIRL

IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

RWY 32: Tree.

RWY 02-20: H3201X60 (ASPH) S-6 MIRL

RWY 02: Tree. RWY 20: Tree.

AIRPORT REMARKS: Attended 1400-2330Z†. Self svc fuel avbl 24 hrs.

Parachute Jumping on weekends. MIRL Rwy 14-32 preset low

ints; to increase ints ACTIVATE—CTAF. MIRL Rwy 02-20 by prior

req only call 618-734-0600.

WEATHER DATA SOURCES: AWOS-3 118.025 (618) 734-9173.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 133.65

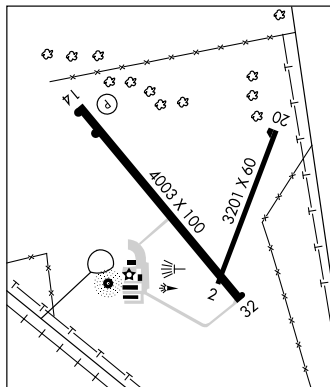
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.21' 277°18.7 NM to fld. 480/3E.

NDB (MHW) 397 CIR N37°03.70' W89°13.41' at fld. NOTAM

FILE CIR.

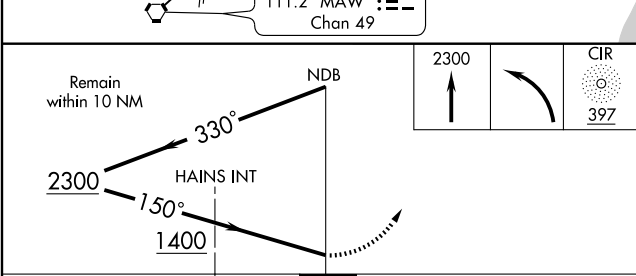
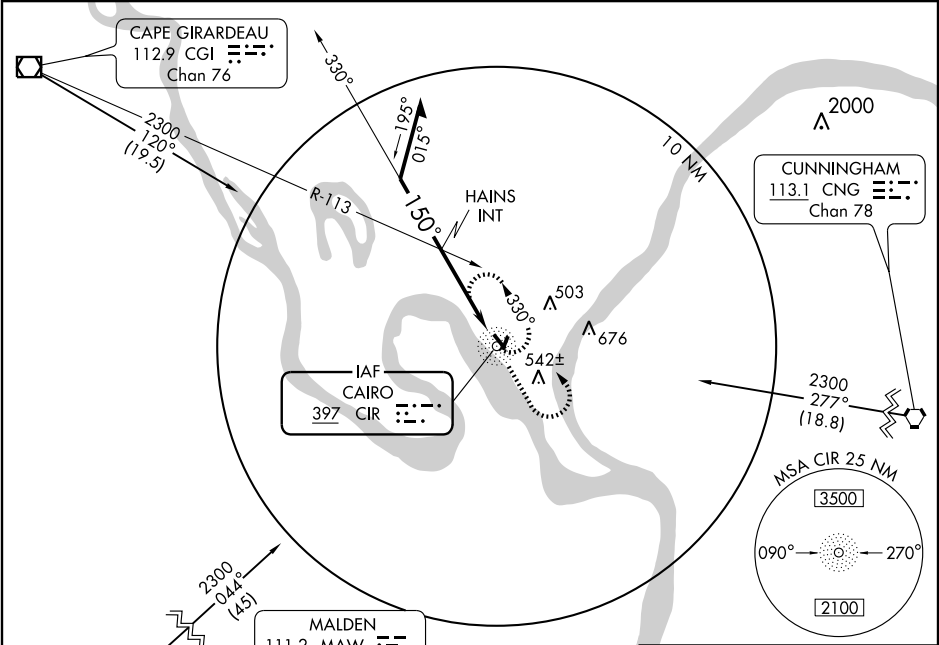


NDB CIR	APP CRS	Rwy Idg	4003
397	150°	TDZE	321
		Apt Elev	321

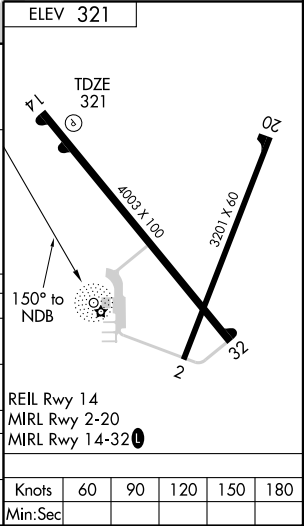
NDB or GPS RWY 14
CAIRO RGNL (CIR)

▲ NA	Use Cape Girardeau altimeter setting.	MISSED APPROACH: Climb to 2300 then left turn direct CIR NDB and hold.
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AWOS-3 118.025	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA
CIRCLING	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA
HAINS FIX MINIMUMS				
S-14	920-1	599 (600-1)	920-1½ 599 (600-1½)	NA
CIRCLING	920-1	599 (600-1)	920-1½ 599 (600-1½)	NA



CAMPBELL (See GRAYSLAKE)

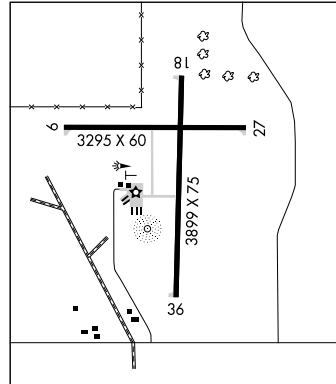
CANTON N40°33.95' W90°04.62' NOTAM FILE IKK.
NDB (MHW) 236 CTK at Ingersoll.

CHICAGO
L-27B

CANTON

INGERSOLL (CTK) 2 NW UTC-6(-5DT) N40°34.15' W90°04.49'
684 B S4 FUEL 100LL, MOGAS TPA-1484(800) NOTAM FILE PIA
RWY 18-36: H3899X75 (ASPH) S-10 MIRL 0.3% up N
RWY 18: Trees. **RWY 36:** REIL. Trees.
RWY 09-27: H3295X60 (ASPH) S-11 MIRL
RWY 09: Pole. **RWY 27:** Tree.
AIRPORT REMARKS: Attended 1300Z†-dusk. ACTIVATE MIRL Rwy
09-27 and 18-36 and REIL Rwy 36 and twy lgts-CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ PEORIA APP/DEP CON 124.675
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'
W89°47.57' 239° 14.5 NM to fld. 730/4E.
CANTON NDB (MHW) 236 CTK N40°33.95' W90°04.62' at fld.
NOTAM FILE IKK.

CHICAGO
L-27B
IAP

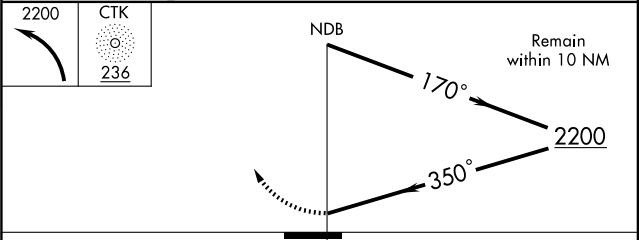
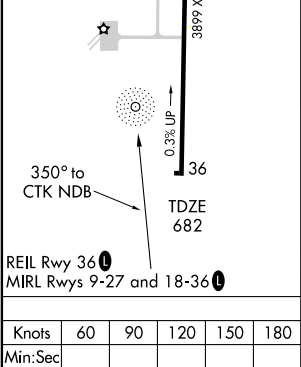
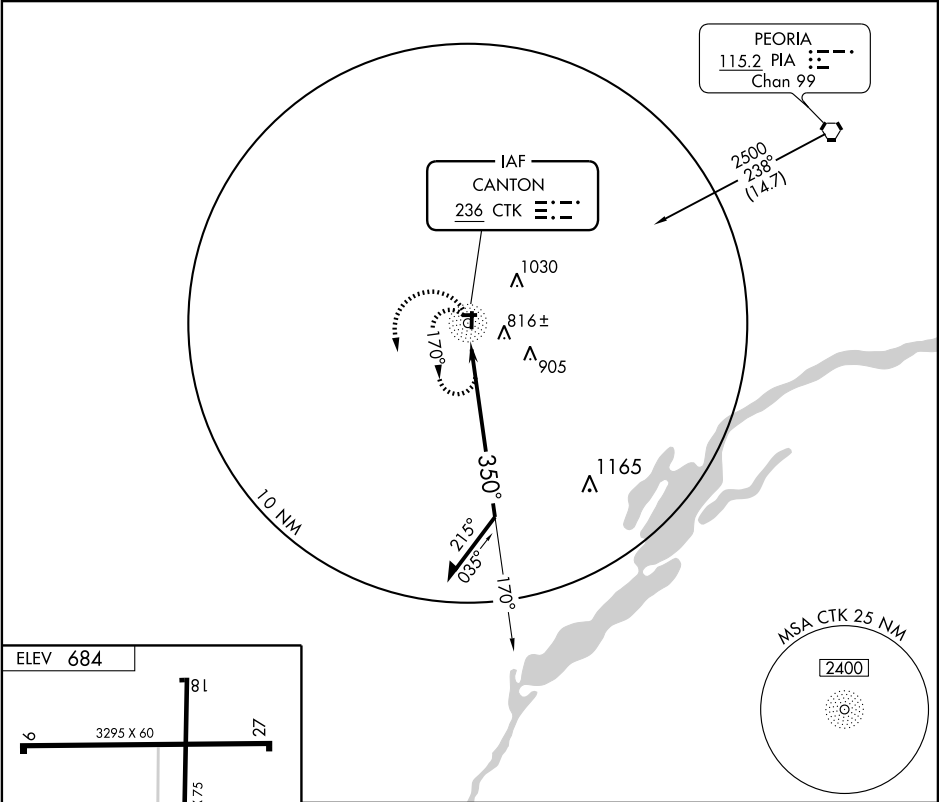


NDB CTK	APP CRS	Rwy Idg	3899
236	350°	TDZE	682
		Apt Elev	684

NDB RWY 36
CANTON/INGERSOLL (CTK)

<p>▼ ▲ NA</p> <p>When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2200 in CTK NDB holding pattern.</p>
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<p>PEORIA APP CON</p> <p>124.675 269.2</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>
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CATEGORY	A	B	C	D
S-36	1240-1	558 (600-1)	1240-1½ 558 (600-1½)	NA
CIRCLING	1240-1	558 (600-1)	1420-2 738 (800-2)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CANTON, ILLINOIS

AL-5900 (FAA)

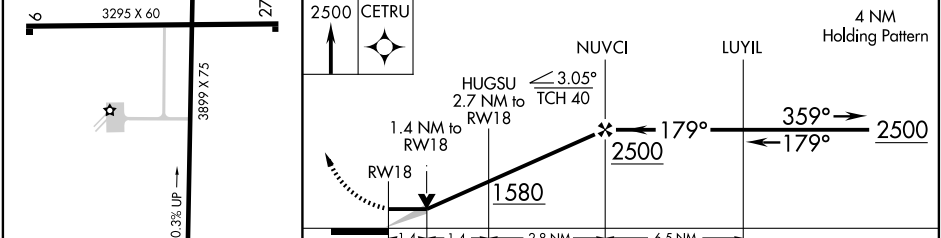
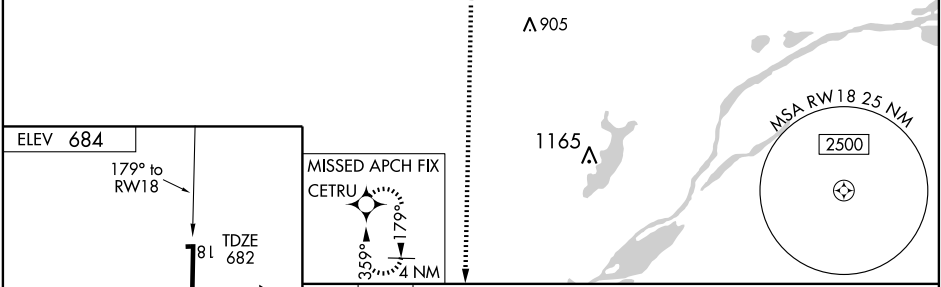
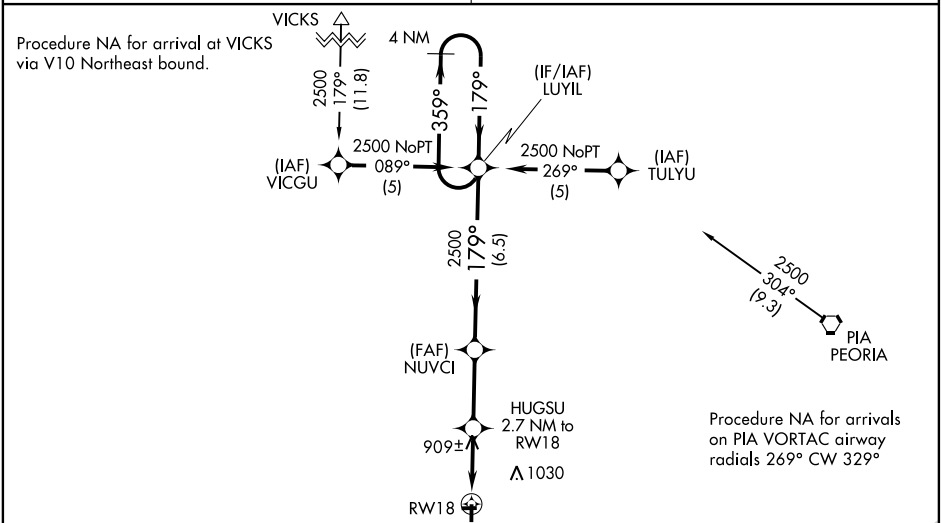
APP CRS	Rwy Idg	3899
179°	TDZE	682
	Apt Elev	684

RNAV (GPS) RWY 18

CANTON/INGERSOLL (CTK)

<p>⚠ NA</p> <p>When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2500 direct CETRU and hold.</p>
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<p>PEORIA APP CON</p> <p>124.675 269.2</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>
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CATEGORY	A	B	C	D
LNAV MDA	1160-1	478 (500-1)	1160-1¼ 478 (500-1¼)	NA
CIRCLING	1160-1	476 (500-1)	1160-1½ 476 (500-1½)	NA

CANTON, ILLINOIS

40°34'N - 90°04'W

Orig 10098

RNAV (GPS) RWY 18

CANTON/INGERSOLL (CTK)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

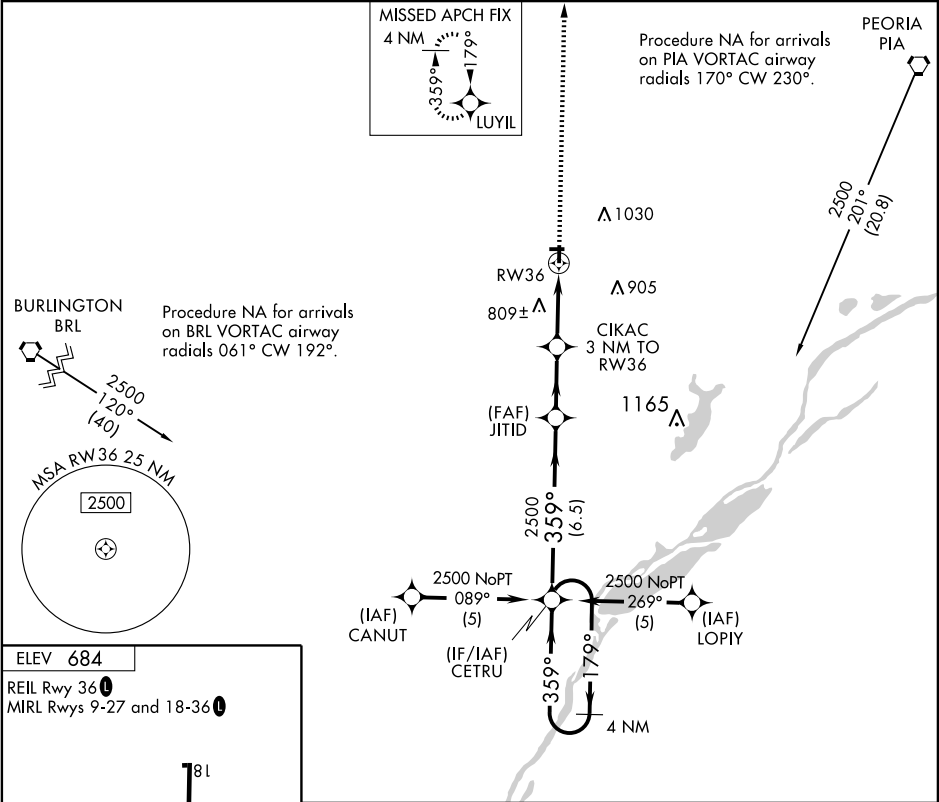
APP CRS	Rwy Idg	3899
359°	TDZE	682
	Apt Elev	684

RNAV (GPS) RWY 36

CANTON/INGERSOLL (CTK)

<p>⚠ NA</p> <p>When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.</p>	<p>MISSED APPROACH:</p> <p>Climb to 2500 direct LUYIL and hold.</p>
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PEORIA APP CON 124.675 269.2	UNICOM 122.8 (CTAF) 0
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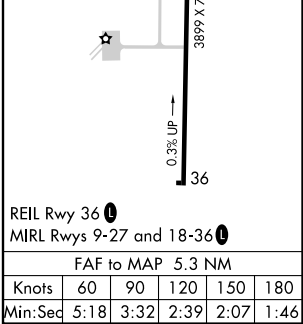
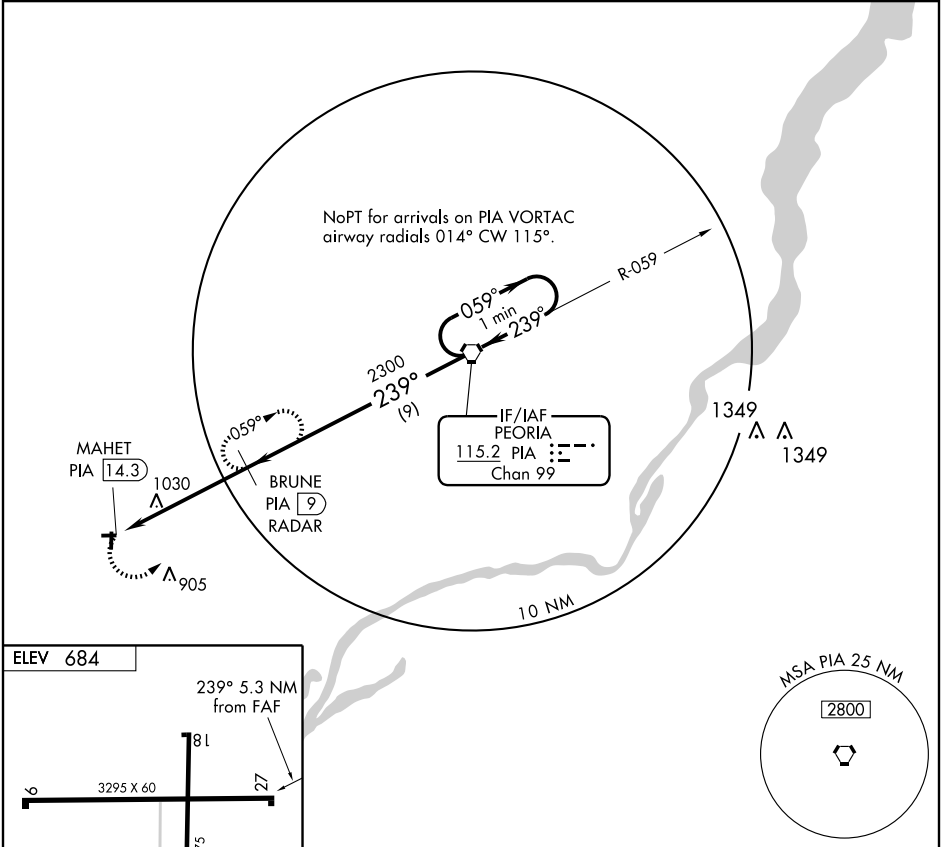
<p>2500 LUYIL</p> <p>CIKAC 3 NM TO RW36</p> <p>1.2 NM to RW36</p> <p>1660</p> <p>3.05° TCH 40</p> <p>1.2 1.8 2.5 NM 6.5 NM</p>	4 NM Holding Pattern			
	JITID CETRU			
CATEGORY	A	B	C	D
LNAV MDA	1100-1	418 (500-1)	1100-1¼ 418 (500-1¼)	NA
CIRCLING	1140-1	456 (500-1)	1140-1½ 456 (500-1½)	NA

VORTAC PIA 115.2 Chan 99	APP CRS 239°	Rwy Idg TDZE Apt Elev 684	N/A N/A 684
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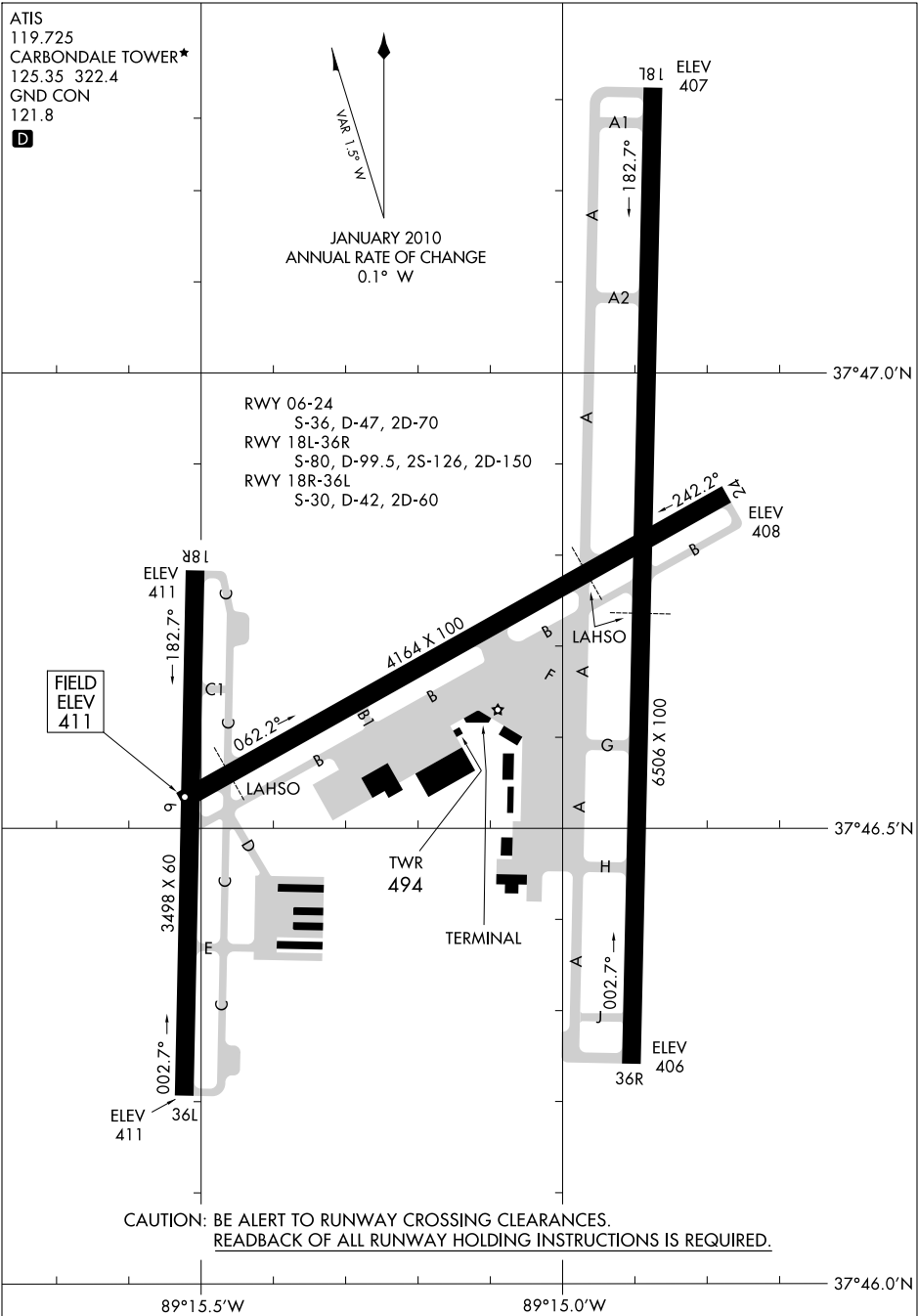
VOR-A
CANTON/INGERSOLL (CTK)

<p>▼ When local altimeter setting not received, use General Downing- Peoria Intl altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile. DME or RADAR required.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 2300 via heading 046° and PIA R-239 to BRUNE/PIA 9 DME and hold.</p>
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PEORIA APP CON 124.675 269.2	UNICOM 122.8 (CTAF) 0
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<p>2300 HDG 046°</p>	<p>PIA R-239 115.2</p>	<p>BRUNE PIA 9</p>	<p>BRUNE PIA 9 RADAR</p>	<p>VORTAC</p>	<p>One Minute Holding Pattern</p>
<p>MAHET PIA 14.3</p>					
<p>5.3 NM 9 NM</p>					
CATEGORY	A	B	C	D	
CIRCLING	1340-1 656 (700-1)		1340-1¾ 656 (700-1¾)		NA



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CARBONDALE/MURPHYSBORO**SOUTHERN ILLINOIS** (MDH) 3 NW UTC-6(-5DT) N37°46.69' W89°15.12'

411 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MDH

RWY 18L-36R: H6506X100 (ASPH-GRVD-PFC) S-80, D-99.5, 2S-126, 2D-150 HIRL

RWY 18L: MALSR.

RWY 36R: REIL. VASI(V4L)—GA 4.0° TCH 69'. Pole.

RWY 06-24: H4164X100 (ASPH-PFC) S-36, D-47, 2D-70 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.5° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4R)—GA 3.5° TCH 25'.

RWY 18R-36L H3498X60 (ASPH) S-30, D-42, 2D-60 MIRL

RWY 18R: PVASI(PSIL)—GA 3.0° TCH 27'. Trees.

RWY 36L: PVASI(PSIL)—GA 3.0° TCH 25'. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18L-36R	3100
RWY 24	18R-36L	3800
RWY 36R	06-24	3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-4164 TODA-4164 ASDA-4164 LDA-4164

RWY 18L: TORA-6506 TODA-6506 ASDA-6506 LDA-6506

RWY 18R: TORA-3498 TODA-3498 ASDA-3498 LDA-3498

RWY 24: TORA-4164 TODA-4164 ASDA-4164 LDA-4164

RWY 36L: TORA-3498 TODA-3498 ASDA-3498 LDA-3498

RWY 36R: TORA-6506 TODA-6506 ASDA-6506 LDA-6506

AIRPORT REMARKS: Attended continuously. Birds on and in/ovf aprt.

Heavy student training activity. PPR 24 hrs for air carrier ops with

more than 30 passenger seats call aprt manager Mon-Fri

618-529-1721. Rwy 06-24 and Rwy 18R-36L not avbl for air

carrier ops with more than 30 passenger seats. Rwy 06-24

restricted to acft 12,500 pounds or less; unless prior arrangement

with twr. Rwy 18R PVASI unusable byd 6° right of course. When twr clsd HIRL Rwy 18L-36R preset med ints

only: ACTIVATE MALSR Rwy 18L and VASI Rwy 06, 36R and PAPI Rwy 24—CTAF. When twr clsd MIRL Rwy 06-24; MIRL Rwy 18R-36L and PVASI Rwy 18R and Rwy 36L by req only—call 618-529-2221.

WEATHER DATA SOURCES: ASOS (618) 529-1821. LAWRS.**COMMUNICATIONS:** CTAF 125.35 ATIS 119.725 UNICOM 122.95

KANSAS CITY CENTER APP/DEP CON 125.3

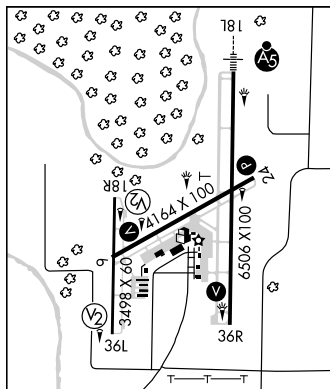
CARBONDALE TOWER 125.35 126.25 (1300-0300Z) GND CON 121.8

AIRSPACE: CLASS D svc 1300-0300Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' 273° 11.5 NM to fld. 468/4E.

CABBI NDB (LOM) 388 MD N37°52.21' W89°14.23' 185° 5.6 NM to fld. Unmonitored when twr clsd.

ILS 110.9 I-MDH Rwy 18L. Class IE. LOM CABBI NDB. ILS unmonitored when twr clsd.

**CARMUNI** (CUL) 2E UTC-6(-5DT) N38°05.37' W88°07.38'

388 B FUEL 100LL, MOGAS TPA-1188(800) NOTAM FILE CUL

RWY 18-36: H4001X75 (ASPH) S-12 MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 20'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1500-2300Z. Parachute Jumping. MIRL

Rwy 18-36 preset on low ints; to increase ints and ACTIVATE VASI

Rwys 18 and 36 and REIL Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.425 (618) 382-3760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ EVANSVILLE APP/DEP CON 127.35 (1200-0500Z)

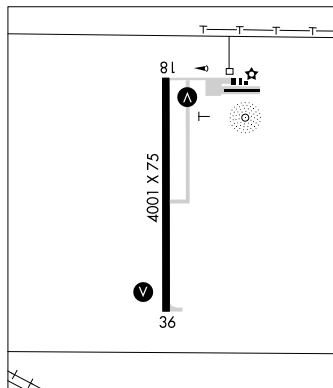
Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 297° 19.6 NM to fld. 384/3E. HIWAS.

NDB (MHW) 332 CUL N38°05.61' W88°07.18' at fld. NOTAM FILE CUL.



ST LOUIS

L-161

IAP

LOC I-MDH 110.9	APP CRS 182°	Rwy Idg 6506 TDZE 407 Apt Elev 411	ILS or LOC RWY 18L CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)
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ADF Required. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase DA 36 feet and all MDA 40 feet.

NA For inoperative MALSR, increase S-LOC 18L Cat D visibility to 1 mile.

MALSR

A5

MISSED APPROACH: Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

ATIS 119.725	KANSAS CITY CENTER 125.3 269.5	CARBONDALE TOWER ★ 125.35 (CTAF) 0 322.4	GND CON 121.8	UNICOM 122.95
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ALTERNATE MISSED APCH FIX

GENTS
R-262 MWA [18.5]
082°
262° 110.4 MWA Chan 41

Procedure NA for arrivals on ENL VORTAC on V72 northeast bound.

IAF CENTRALIA 115.0 ENL Chan 97

2400 NoPT to HEMPA INT 184° (27)

R-184 (IF)
HEMPA INT
R-316 (6.2)

LOM/IAF CABBI 388 MD

LOCALIZER 110.9 I-MDH

873 2400 042° (11.2) 741 550 520± 860 749 870 809 988 1130

MARION 110.4 MWA Chan 41

MSA MD 25 NM

2400 270° 2700 360°

ELEV 411 D

182° 4.9 NM from FAF

TDZE 407

18L

HIRL Rwy 18L-36R
MIRL Rwy 6-24 and 18R-36L
REIL Rwy 6, 24 and 36R

81 473± 9 4164 X 100 494 464 6506 X 100 36L 36R

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

2100 2400 MD

LOM

2037

002° 182° 2100 2400

Remain within 10 NM

GS 3.00° TCH 55

4.9 NM

CATEGORY	A	B	C	D
S-ILS 18L	607-½ 200 (200-½)			
S-LOC 18L	720-½ 313 (400-½)			720-¾ 313 (400-¾)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)

CARBONDALE-MURPHYSBORO, ILLINOIS
Amdt 13 11FEB10

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)
37°47'N-89°15'W

ILS or LOC RWY 18L

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOM MD

388

APP CRS

182°

Rwy Idg

6506

TDZE

407

Apt Elev

411

CARBONDALE-MURPHYSBORO/SOUTHERN ILLINOIS (MDH)

NDB RWY 18L

▼

NA

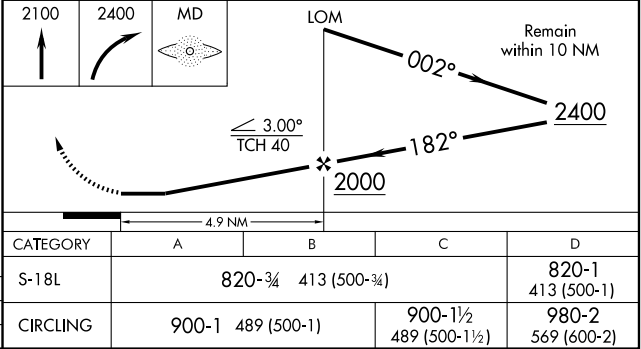
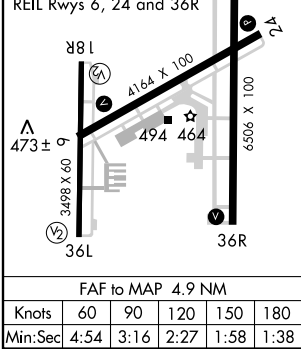
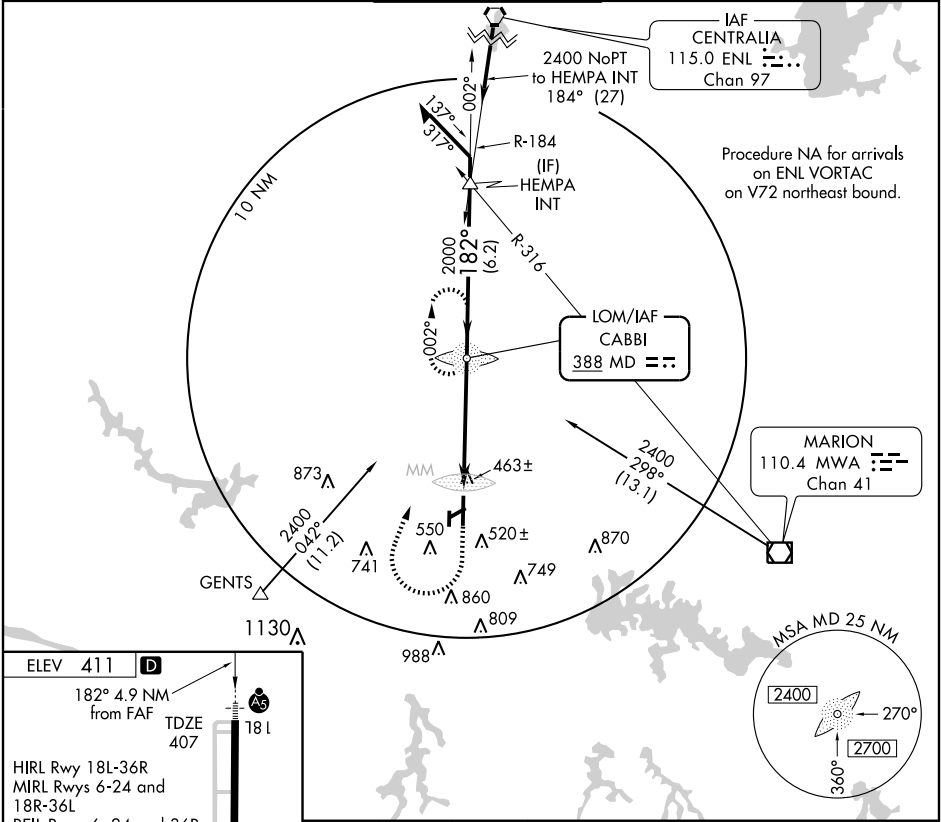
When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all MDA 40 feet and increase S-18L Cat D visibility ¼ mile.

MALSR

MISSED APPROACH:

Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

ATIS 119.725	KANSAS CITY CENTER 125.3 269.5	CARBONDALE TOWER ★ 125.35 (CTAF) 0 322.4	GND CON 121.8	UNICOM 122.95
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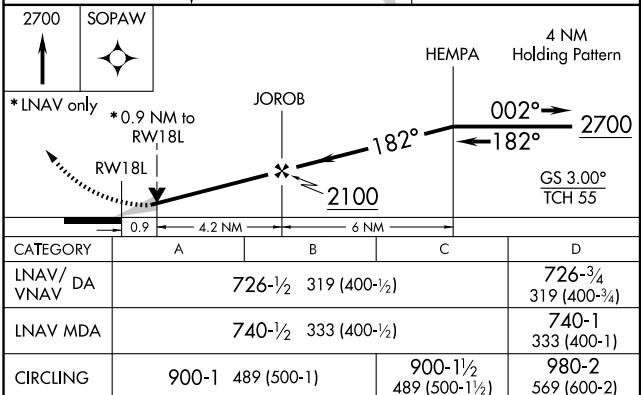
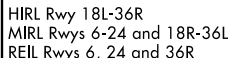
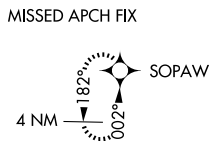
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18L

CARBONDALE-MURPHYSBORO/SOUTHERN ILLINOIS (MDH)

MISSED APPROACH:
Climb to 2700 direct
SOPAW and hold.

UNICOM
122.95

RNAV (GPS) RWY 18L

APP CRS
002°

Rwy Idg
TDZE
407

6506
Apt Elev
411

RNAV (GPS) RWY 36R

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

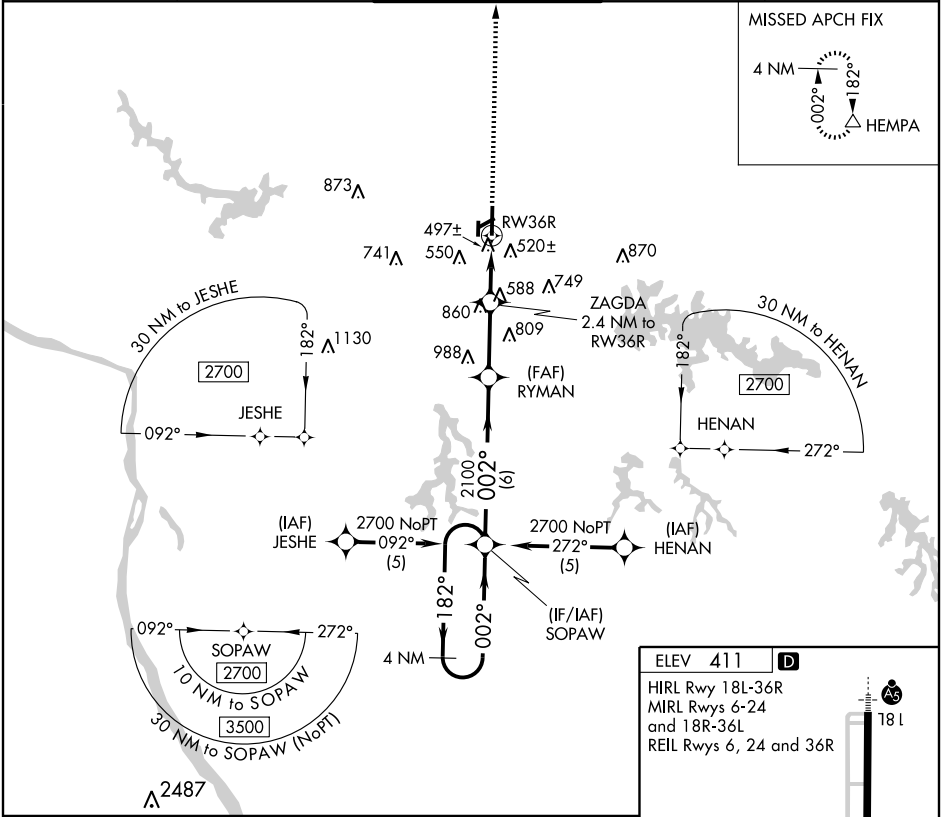
▼

⚠

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all MDA 40 feet. VDP NA when using Williamson Co Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2700 direct HEMPA and hold.

ATIS 119.725	KANSAS CITY CENTER 125.3 269.5	CARBONDALE TOWER ★ 125.35 (CTAF) 0 322.4	GND CON 121.8	UNICOM 122.95
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4 NM Holding Pattern

SOPAW

RYMAN

ZAGDA

2.4 NM to RW36R

0.7 NM to RW36R

RW36R

2700

HEMPA

VGSI and descent angles not coincident.

2700

182°

002°

002°

2100

1200

3.04°

TCH 55

6 NM

2.7 NM

1.7 NM

0.7

ELEV 411

D

HIRL Rwy 18L-36R

MIRL Rwy 6-24 and 18R-36L

REIL Rwy 6, 24 and 36R

18 L

473±

416 X 100

494

464

3498 X 60

36L

TDZE 407

36R

002° to RW36R

CATEGORY	A	B	C	D
LNVA MDA	760-1 353 (400-1)			760-1¼ 353 (400-1¼)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CARBONDALE/MURPHYSBORO**SOUTHERN ILLINOIS** (MDH) 3 NW UTC-6(-5DT) N37°46.69' W89°15.12'

411 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MDH

RWY 18L-36R: H6506X100 (ASPH-GRVD-PFC) S-80, D-99.5, 2S-126, 2D-150 HIRL

RWY 18L: MALSR.

RWY 36R: REIL. VASI(V4L)—GA 4.0° TCH 69'. Pole.

RWY 06-24: H4164X100 (ASPH-PFC) S-36, D-47, 2D-70 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.5° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4R)—GA 3.5° TCH 25'.

RWY 18R-36L H3498X60 (ASPH) S-30, D-42, 2D-60 MIRL

RWY 18R: PVASI(PSIL)—GA 3.0° TCH 27'. Trees.

RWY 36L: PVASI(PSIL)—GA 3.0° TCH 25'. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18L-36R	3100
RWY 24	18R-36L	3800
RWY 36R	06-24	3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-4164 TODA-4164 ASDA-4164 LDA-4164

RWY 18L: TORA-6506 TODA-6506 ASDA-6506 LDA-6506

RWY 18R: TORA-3498 TODA-3498 ASDA-3498 LDA-3498

RWY 24: TORA-4164 TODA-4164 ASDA-4164 LDA-4164

RWY 36L: TORA-3498 TODA-3498 ASDA-3498 LDA-3498

RWY 36R: TORA-6506 TODA-6506 ASDA-6506 LDA-6506

AIRPORT REMARKS: Attended continuously. Birds on and in/ovf arpt.

Heavy student training activity. PPR 24 hrs for air carrier ops with

more than 30 passenger seats call arpt manager Mon-Fri

618-529-1721. Rwy 06-24 and Rwy 18R-36L not avbl for air

carrier ops with more than 30 passenger seats. Rwy 06-24

restricted to acft 12,500 pounds or less; unless prior arrangement

with twr. Rwy 18R PVASI unusable byd 6° right of course. When twr clsd HIRL Rwy 18L-36R preset med ints

only: ACTIVATE MALSR Rwy 18L and VASI Rwy 06, 36R and PAPI Rwy 24—CTAF. When twr clsd MIRL Rwy 06-24; MIRL Rwy 18R-36L and PVASI Rwy 18R and Rwy 36L by req only—call 618-529-2221.

WEATHER DATA SOURCES: ASOS (618) 529-1821. LAWRS.**COMMUNICATIONS:** CTAF 125.35 ATIS 119.725 UNICOM 122.95

KANSAS CITY CENTER APP/DEP CON 125.3

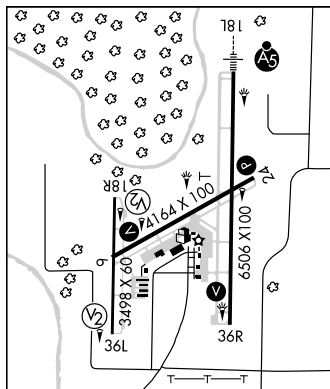
CARBONDALE TOWER 125.35 126.25 (1300-0300Z) GND CON 121.8

AIRSPACE: CLASS D svc 1300-0300Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' 273° 11.5 NM to fld. 468/4E.

CABBI NDB (LOM) 388 MD N37°52.21' W89°14.23' 185° 5.6 NM to fld. Unmonitored when twr clsd.

ILS 110.9 I-MDH Rwy 18L. Class IE. LOM CABBI NDB. ILS unmonitored when twr clsd.

**CARMUNI** (CUL) 2E UTC-6(-5DT) N38°05.37' W88°07.38'

388 B FUEL 100LL, MOGAS TPA-1188(800) NOTAM FILE CUL

RWY 18-36: H4001X75 (ASPH) S-12 MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 20'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1500-2300Z. Parachute Jumping. MIRL

Rwy 18-36 preset on low ints; to increase ints and ACTIVATE VASI

Rwys 18 and 36 and REIL Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.425 (618) 382-3760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ EVANSVILLE APP/DEP CON 127.35 (1200-0500Z)

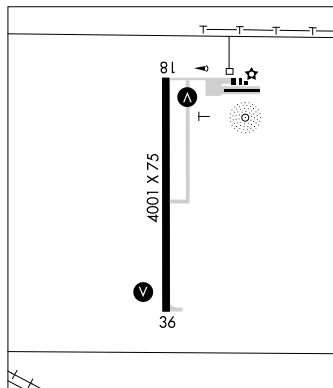
Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 297° 19.6 NM to fld. 384/3E. HIWAS.

NDB (MHW) 332 CUL N38°05.61' W88°07.18' at fld. NOTAM FILE CUL.



ST LOUIS

L-161

IAP

APP CRS	Rwy Idg	4001
001°	TDZE	384
	Apt Elev	388

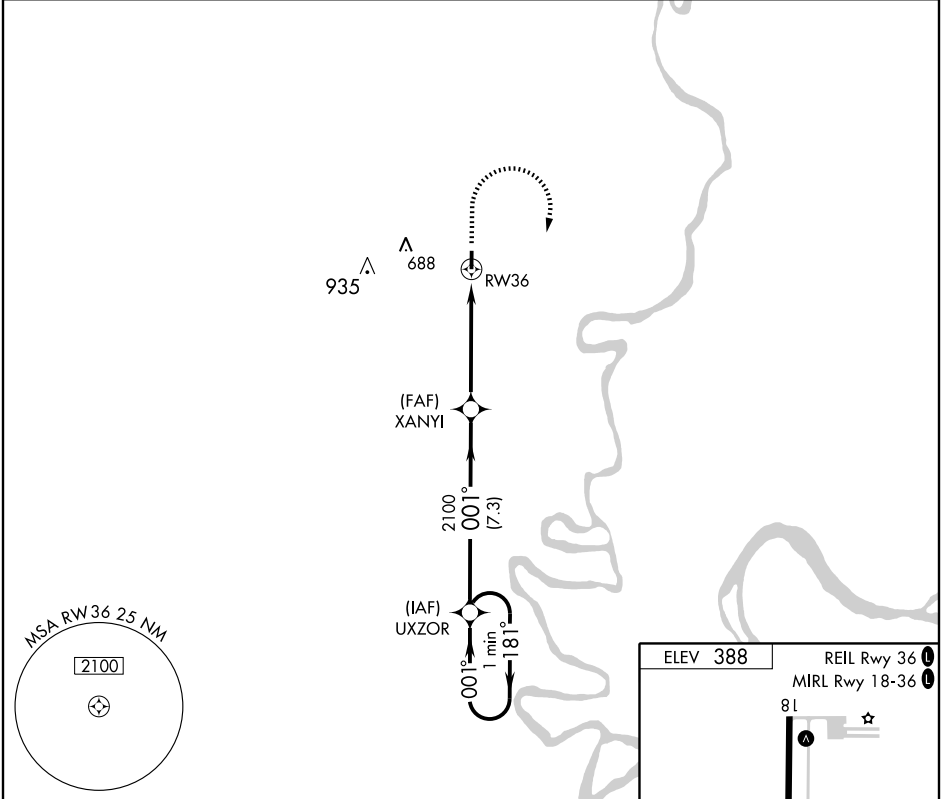
GPS RWY 36
CARMI MUNI (CUL)

NA

If local altimeter setting not received, use Evansville altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UXZOR WP and hold.

AWOS-3 118,425	EVANSVILLE APP CON ★ 127,35 267,9	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern

UXZOR

XANYI

2100 ← 181° / 001° → 2100

7.3 NM

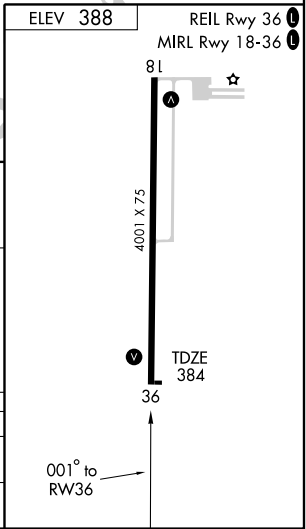
5 NM

3.18° TCH 30

RW36

	1500	2100	UXZOR
	↑	↷	✧

CATEGORY	A	B	C	D
S-36	880-1 496 (500-1)		880-1¼ 496 (500-1¼)	NA
CIRCLING	880-1 492 (500-1)		900-1½ 512 (600-1½)	NA



EC-3, 21 OCT 2010 to 18 NOV 2010

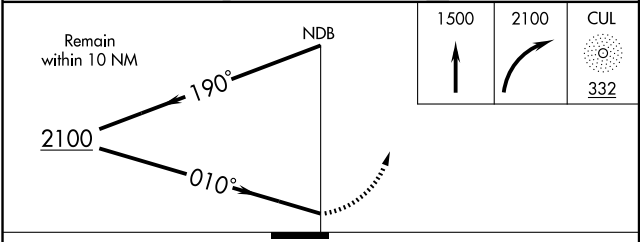
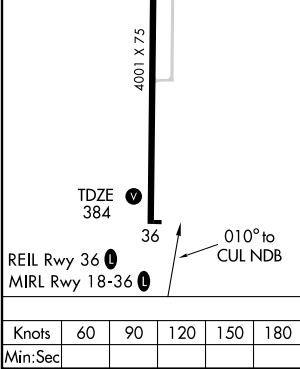
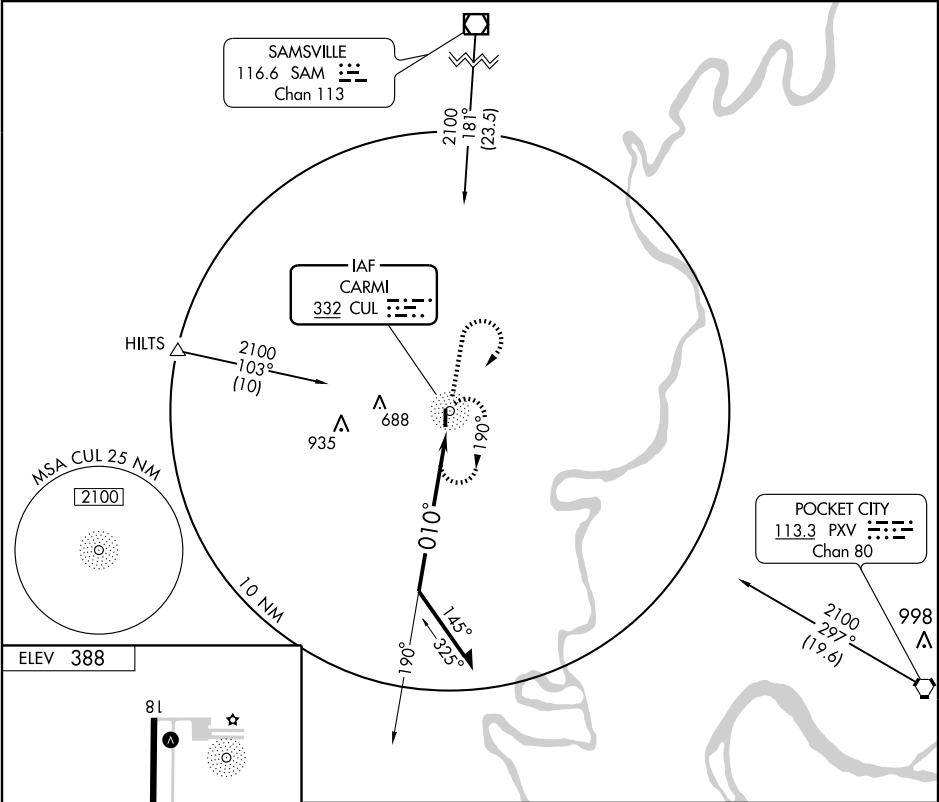
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB CUL	APP CRS	Rwy Idg	4001
332	010°	TDZE	384
		Apt Elev	388

NDB RWY 36
Carmi Muni (CUL)

▼ ▲ NA	If local altimeter setting not received, use Evansville altimeter setting.	MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct CUL NDB and hold.
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AWOS-3 118.425	EVANSVILLE APP CON ★ 127.35 267.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	1080-1	696 (700-1)	1080-2 696 (700-2)	NA
CIRCLING	1080-1	692 (700-1)	1080-2 692 (700-2)	NA

CASEY MUNI (1H8) 1 NW UTC-6(-5DT) N39°18.15' W88°00.24'

ST LOUIS

654 B S4 FUEL 100LL TPA-1454(800) NOTAM FILE STL

L-27C

RWY 04-22: H4002X75 (ASPH) S-12 MIRL

IAP

RWY 04: REIL. Trees.

RWY 22: Road. Rgt tfc.

RWY 18-36: 1965X100 (TURF)

RWY 18: Thld dspcd 315'. Road. Rgt tfc.

RWY 36: Road.

AIRPORT REMARKS: Attended 1400Z±-2300Z±. MIRL Rwy 04-22 and

REIL Rwy 04 preset on low ints; to incr ints and ACTIVATE twy lghts—CTAF. Rwy 18 dspcd thld marked with white gravel in shape of "L" on rwy edges.

COMMUNICATIONS: CTAF/UNICOM 122.8

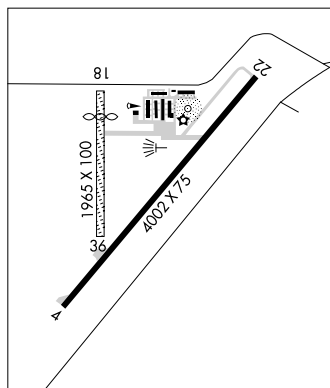
① HULMAN APP/DEP CON 125.45 (1100-0300Z±)

① INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22' W88°28.91' 041° 32 NM to fld. 540/3E.

NDB (MHW) 359 CZB N39°18.31' W88°00.12' at fld.
Unmonitored. NOTAM FILE STL.

**CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON-NORMAL** (See BLOOMINGTON/NORMAL)**CENTRALIA MUNI** (ENL) 2 E UTC-6(-5DT) N38°30.91' W89°05.47'

ST LOUIS

534 B S2 FUEL 100LL, JET A NOTAM FILE ENL

H-5E, L-27C

RWY 18-36: H5001X75 (ASPH) S-30, D-40 MIRL 0.3% up S

IAP

RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 09-27: H3300X60 (ASPH) S-12.5 MIRL

RWY 09: REIL. Road.

RWY 27: REIL. Tree.

AIRPORT REMARKS: Attended 1400Z±-dusk. For svc after hrs call 618-533-1626. MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27 on request through UNICOM.

WEATHER DATA SOURCES: AWOS-3 121.125 (618) 533-4417. HIWAS 115.0 ENL.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.0T (ST LOUIS RADIO)

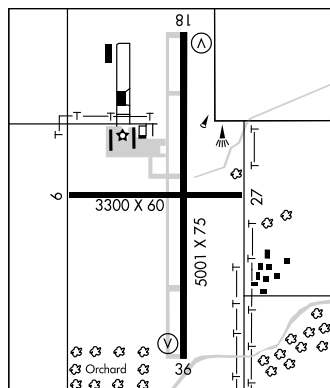
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

(H) VORTAC 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 025° 6.5 NM to fld. 546/4E. HIWAS.

VOR portion unusable 100°-134° blo 3000'; 135°-140° blo 2700'.

**CHAMPAIGN** N40°02.07' W88°16.56' NOTAM FILE CMI.

CHICAGO

(L) VORTAC 110.0 CMI Chan 37 at University of Illinois-Willard. 745/3E.

L-27C

RCO 122.1R 110.0T (ST LOUIS RADIO)

CHAMPAIGN/URBANA N40°02.07' W88°16.56'

CHICAGO

RCO 122.45 (ST LOUIS RADIO)

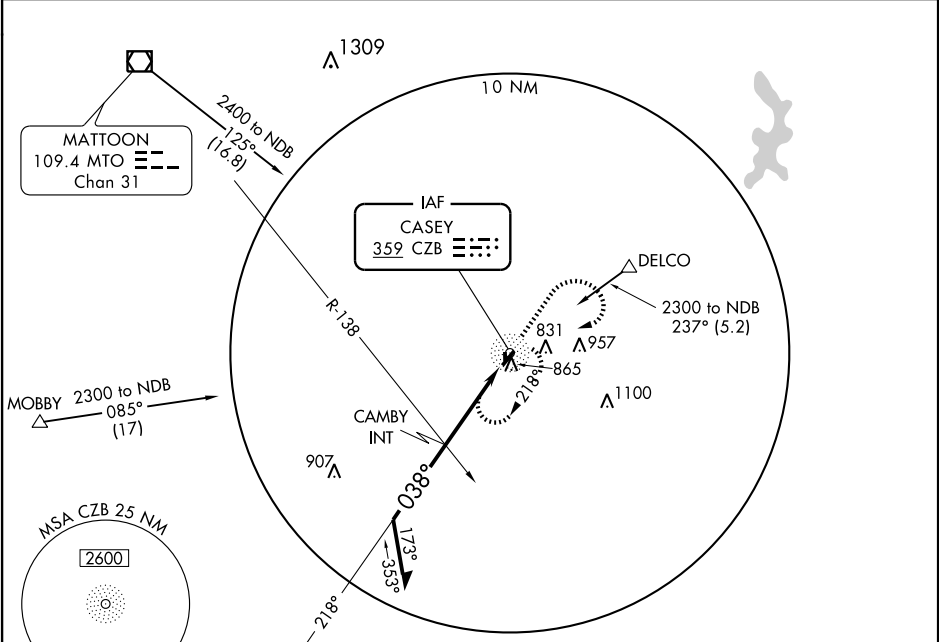
L-27C

NDB	CZB	APP CRS	Rwy Idg	4002
359		038°	TDZE	653
			Apt Elev	654

NDB RWY 4
CASEY MUNI (1H8)

▼ NA	Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting, when not received, use Robinson altimeter setting.	MISSED APPROACH: Climb to 2300 then right turn direct CZB NDB and hold.
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TERRE HAUTE ASOS 127.5 284.4	HULMAN APP CON ★ 125.45 288.15	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

2300

218°

038°

1580

CAMBY INT

NDB

3.5 NM

0.5

2300

CZB

ELEV 654

81

1965

100

36

038° to NDB

TDZE 653

400 X 75

CATEGORY	A	B	C	D
S-4	1580-1¼ 927 (1000-1¼)		1580-2¾ 927 (1000-2¾)	1580-3 927 (1000-3)
CIRCLING	1580-1¼ 926 (1000-1¼)		1580-2¾ 926 (1000-2¾)	1580-3 926 (1000-3)
CAMBY FIX MINIMUMS				
S-4	1320-1 667 (700-1)		1320-1¾ 667 (700-1¾)	1320-2 667 (700-2)
CIRCLING	1320-1 666 (700-1)		1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)

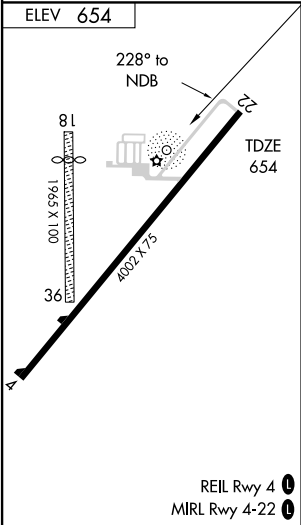
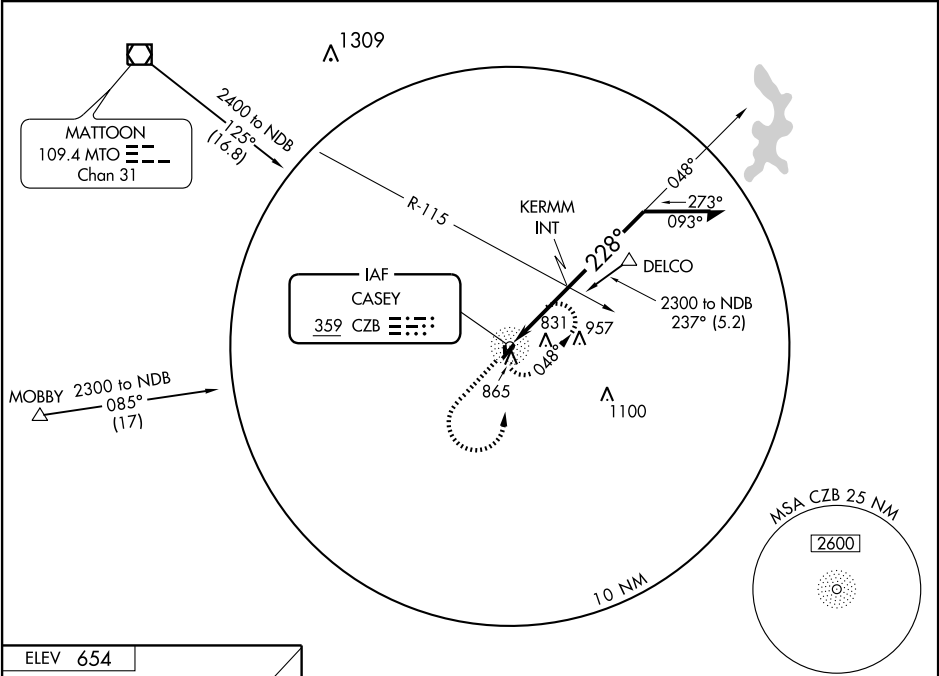
NDB CZB	APP CRS	Rwy Idg	4002
359	228°	TDZE	654
		Apt Elev	654

NDB RWY 22
CASEY MUNI (1H8)

▼
NA
Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2300 then left turn direct CZB NDB and hold.

TERRE HAUTE ASOS 127.5 284.4	HULMAN APP CON ★ 125.45 288.15	UNICOM 122.8 (CTAF) 0
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2300

CZB

NDB

Remain within 10 NM

048°

2300

KERMM INT

228°

1400

0.2

2.8 NM

CATEGORY	A	B	C	D
S-22	1400-1 746 (800-1)	1400-1¼ 746 (800-1¼)	1400-2¼ 746 (800-2¼)	1400-2½ 746 (800-2½)
CIRCLING	1400-1 746 (800-1)	1400-1¼ 746 (800-1¼)	1400-2¼ 746 (800-2¼)	1400-2½ 746 (800-2½)
KERMM FIX MINIMUMS				
S-22	1280-1	626 (700-1)	1280-1¾ 626 (700-1¾)	1280-2 626 (700-2)
CIRCLING	1320-1	666 (700-1)	1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

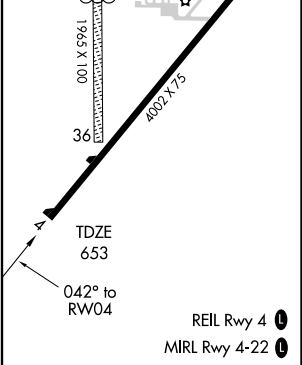
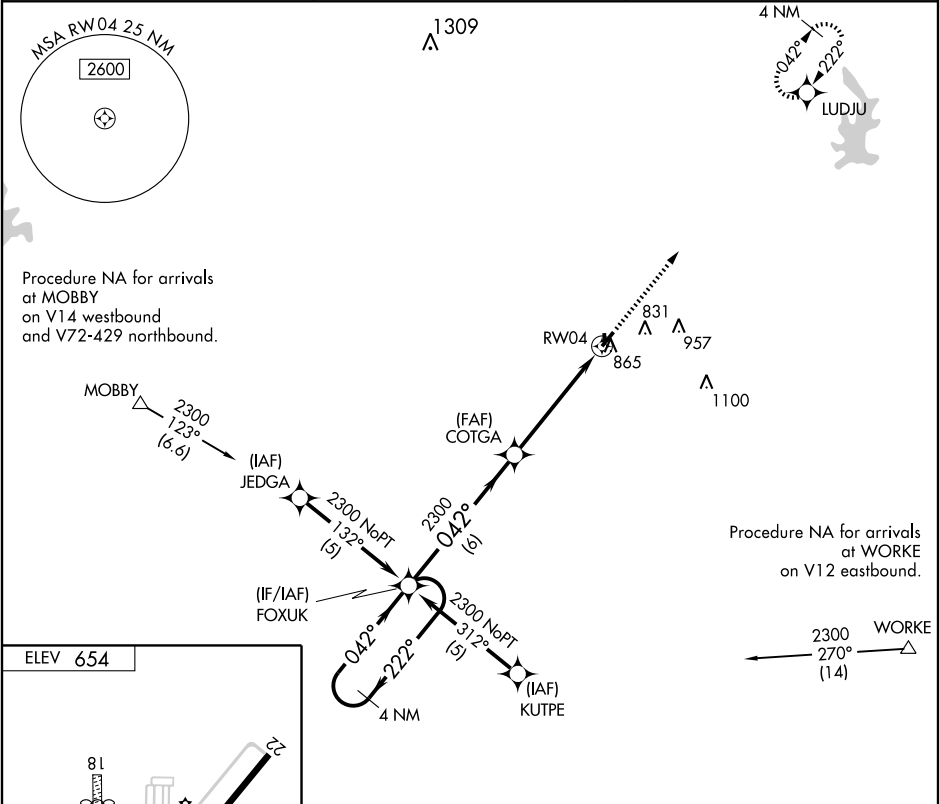
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
042°	TDZE	653
	Apt Elev	654

RNAV (GPS) RWY 4
CASEY MUNI (1H8)

<p>▼ NA</p> <p>▲ NA</p>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.	MISSED APPROACH: Climb to 2500 direct LUDJU and hold.
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TERRE HAUTE ASOS 127.5 284.4	HULMAN APP CON ★ 125.45 288.15	UNICOM 122.8 (CTAF) 0
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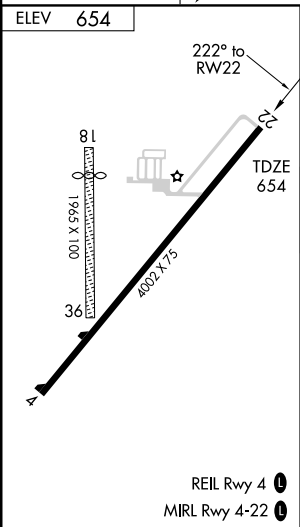


4 NM Holding Pattern		FOXUK	COTGA	2500	LUDJU
2300		222°	042°	2300	
		042°			
				3.04°	TCH 40
				6 NM	5 NM
CATEGORY	A	B	C	D	
LNAV MDA	1260-1	607 (700-1)	1260-1¾ 607 (700-1¾)	1260-2 607 (700-2)	
CIRCLING	1320-1	666 (700-1)	1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)	

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22
CASEY MUNI (1H8)

UNICOM
122.8 (CTAF) **L**

2300	FOXUK				
CATEGORY	A		B	C	D
RNAV MDA	1180-1 526 (600-1)		1180-1½ 526 (600-1½)	1180-1¾ 526 (600-1¾)	1180-2 526 (600-2)
CIRCLING	1320-1 666 (700-1)		1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)	1320-2 666 (700-2)

EC-3. 21 OCT 2010 to 18 NOV 2010

CASEY MUNI (1H8) 1 NW UTC-6(-5DT) N39°18.15' W88°00.24'

ST LOUIS

654 B S4 FUEL 100LL TPA-1454(800) NOTAM FILE STL

L-27C

RWY 04-22: H4002X75 (ASPH) S-12 MIRL

IAP

RWY 04: REIL. Trees.

RWY 22: Road. Rgt tfc.

RWY 18-36: 1965X100 (TURF)

RWY 18: Thld dspcd 315'. Road. Rgt tfc.

RWY 36: Road.

AIRPORT REMARKS: Attended 1400Z±-2300Z±. MIRL Rwy 04-22 and

REIL Rwy 04 preset on low ints; to incr ints and ACTIVATE twy
lghts-CTAF. Rwy 18 dspcd thld marked with white gravel in shape
of 'L' on rwy edges.

COMMUNICATIONS: CTAF/UNICOM 122.8

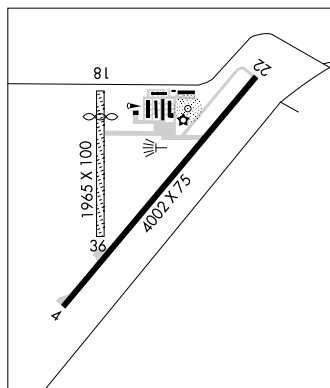
Ⓡ HULMAN APP/DEP CON 125.45 (1100-0300Z±)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'
W88°28.91' 041° 32 NM to fld. 540/3E.

NDB (MHW) 359 CZB N39°18.31' W88°00.12' at fld.
Unmonitored. NOTAM FILE STL.

**CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON-NORMAL** (See BLOOMINGTON/NORMAL)**CENTRALIA MUNI** (ENL) 2 E UTC-6(-5DT) N38°30.91' W89°05.47'

ST LOUIS

534 B S2 FUEL 100LL, JET A NOTAM FILE ENL

H-5E, L-27C

RWY 18-36: H5001X75 (ASPH) S-30, D-40 MIRL 0.3% up S

IAP

RWY 18: REIL. VASI(V2L)-GA 3.0° TCH 25'. Tree.

RWY 36: REIL. VASI(V2L)-GA 3.0° TCH 25'. Tree.

RWY 09-27: H3300X60 (ASPH) S-12.5 MIRL

RWY 09: REIL. Road.

RWY 27: REIL. Tree.

AIRPORT REMARKS: Attended 1400Z±-dusk. For svc after hrs call
618-533-1626. MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27
on request through UNICOM.

WEATHER DATA SOURCES: AWOS-3 121.125 (618) 533-4417. HIWAS
115.0 ENL.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.0T (ST LOUIS RADIO)

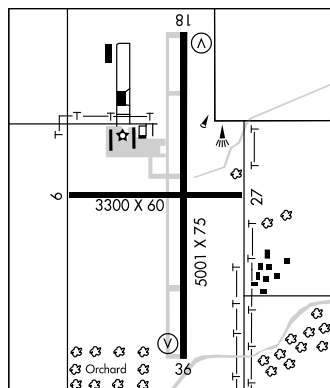
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

(H) VORTAC 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 025° 6.5 NM to fld. 546/4E. HIWAS.

VOR portion unusable 100°-134° blo 3000'; 135°-140° blo
2700'.

**CHAMPAIGN** N40°02.07' W88°16.56' NOTAM FILE CMI.

CHICAGO

(L) VORTAC 110.0 CMI Chan 37 at University of Illinois-Willard. 745/3E.

L-27C

RCO 122.1R 110.0T (ST LOUIS RADIO)

CHAMPAIGN/URBANA N40°02.07' W88°16.56'

CHICAGO

RCO 122.45 (ST LOUIS RADIO)

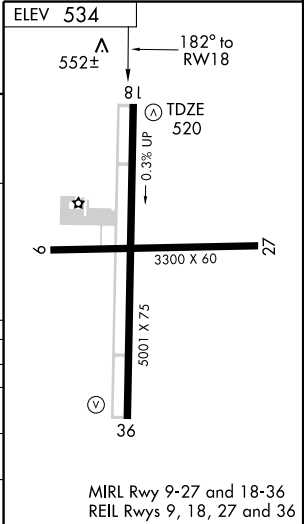
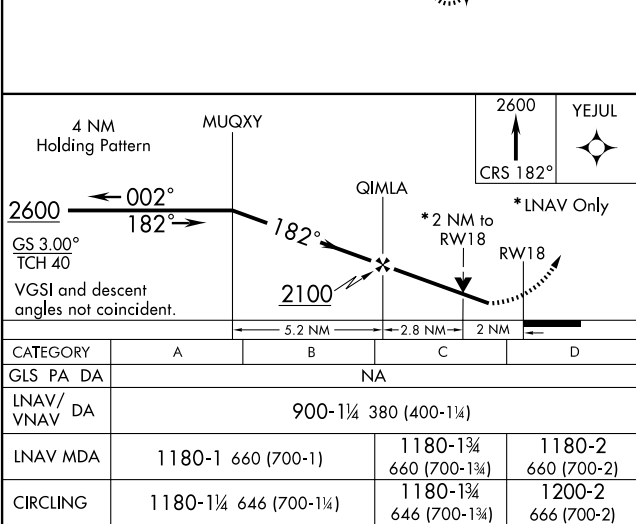
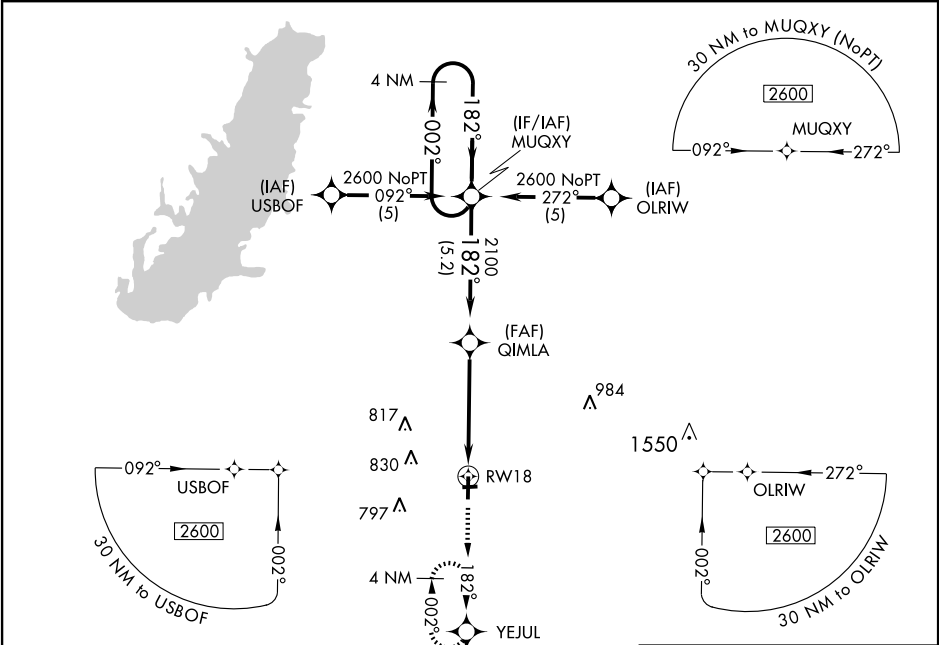
L-27C

RNAV (GPS) RWY 18
CENTRALIA MUNI (ENL)

APP CRS	Rwy Idg	5001
182°	TDZE	520
	Apt Elev	534

GPS or RNP-0.3 Required. NA DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (3°F).	MISSED APPROACH: Climb to 2600 via 182° course to YEJUL WP and hold.
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AWOS-3 121.125	KANSAS CITY CENTER 127.7 317.7	UNICOM 122.8 (CTAF)
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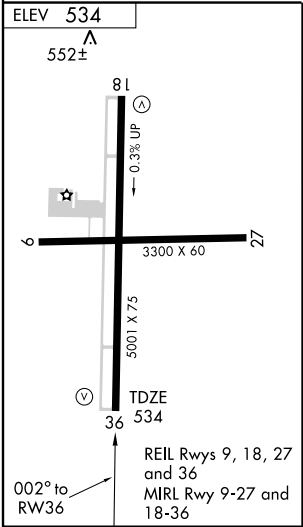
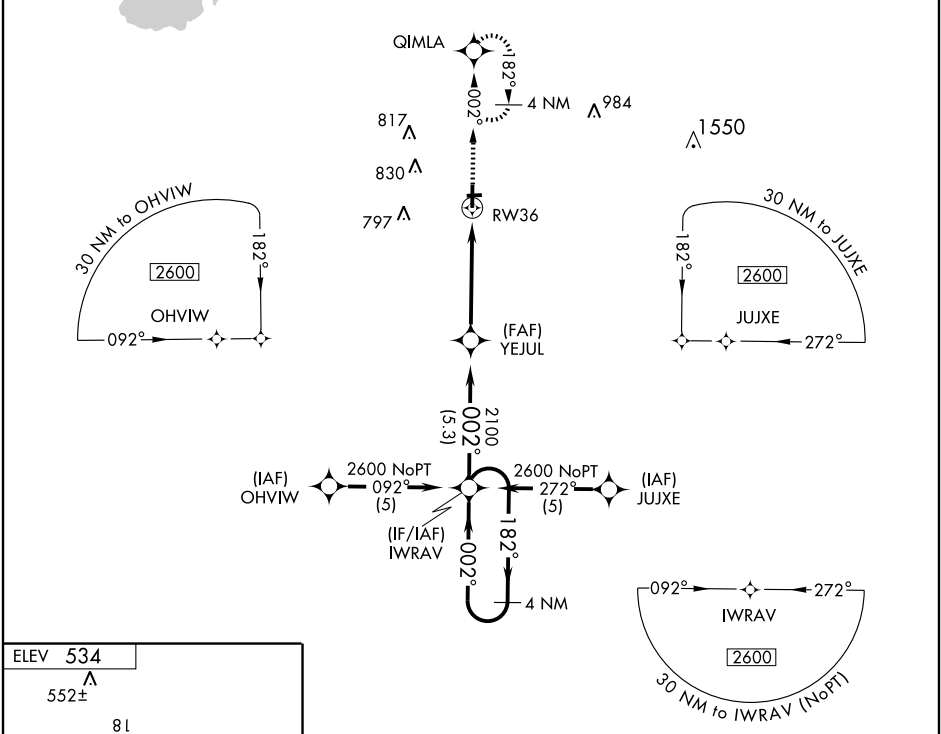



APP CRS	Rwy Idg	5001
002°	TDZE	534
	Apt Elev	534

RNAV (GPS) RWY 36
CENTRALIA MUNI (ENL)

 GPS or RNP-0.3 Required.  DME/DME RNP-0.3 NA.  Baro-VNAV NA below -16° C (3° F).	MISSED APPROACH: Climb to 2600 via 002° course to QIMLA WP and hold.
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AWOS-3 121.125	KANSAS CITY CENTER 127.7 317.7	UNICOM 122.8 (CTAF)
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<div><div>2600</div><div>↑</div><div>CRS 002°</div></div> <div><div>QIMLA</div><div></div></div>		<div><div>IWRAP</div><div>4 NM Holding Pattern</div></div>		
<div>*LNAV Only</div> <div><div><div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div><div></div><div></div><div></div><div></div></div><div></div></div></div><div><div>1.3 NM</div><div>3.4 NM</div><div>5.3 NM</div></div></div></div>		<div><div>YEJUL</div><div><div><div></div><div></div><div></div><div></div></div><div></div></div><div><div>002°</div><div>182°</div><div>002°</div></div><div><div>2100</div><div>2600</div></div><div><div>GS 3.00°</div><div>TCH 40</div></div><div><div>VGSI and descent angles not coincident.</div></div></div>		
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	920-1¼ 386 (400-1¼)			
LNAV MDA	980-1 446 (500-1)		980-1¼ 446 (500-1¼)	980-1½ 446 (500-1½)
CIRCLING	980-1¼ 446 (500-1¼)	1000-1¼ 466 (500-1¼)	1000-1½ 466 (500-1½)	1200-2 666 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AL-5056 (FAA)

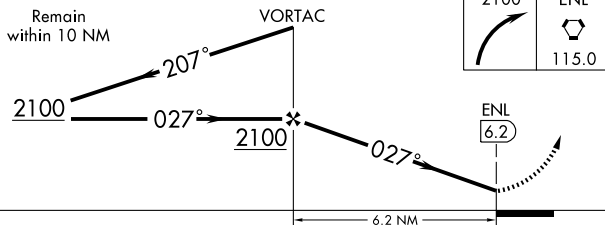
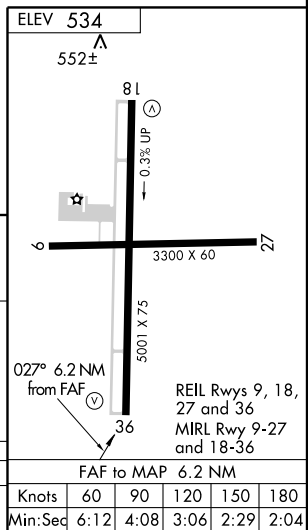
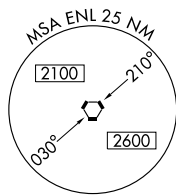
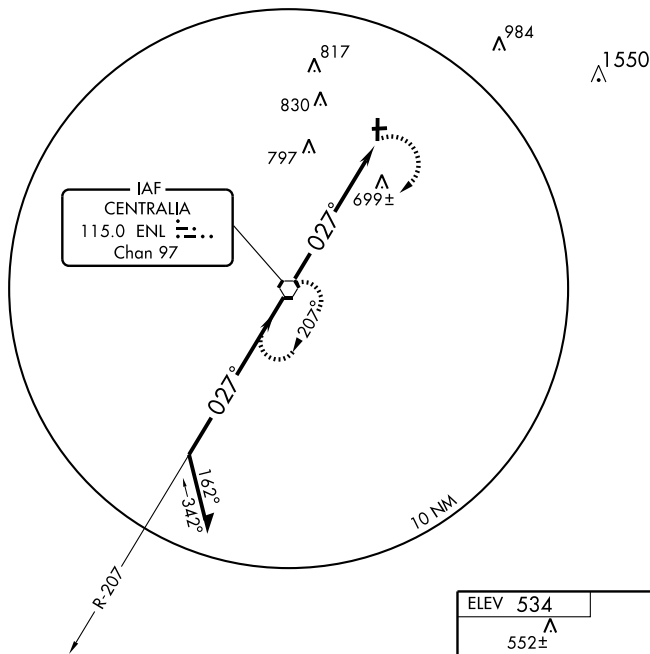
VORTAC ENL 115.0 Chan 97	APP CRS 027°	Rwy Idg TDZE Apt Elev	N/A N/A 534
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VOR-A
CENTRALIA MUNI (ENL)



MISSED APPROACH: Climbing right turn to 2100 direct ENL VORTAC and hold.

AWOS-3 121.125	KANSAS CITY CENTER 127.7 317.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 6.2 NM					
CIRCLING	980-1	1000-1	1000-1½	1200-2	Knots	60	90	120	150	180
	446 (500-1)	466 (500-1)	466 (500-1½)	666 (700-2)	Min:Sec	6:12	4:08	3:06	2:29	2:04

CENTRALIA, ILLINOIS

Amdt 1 08157

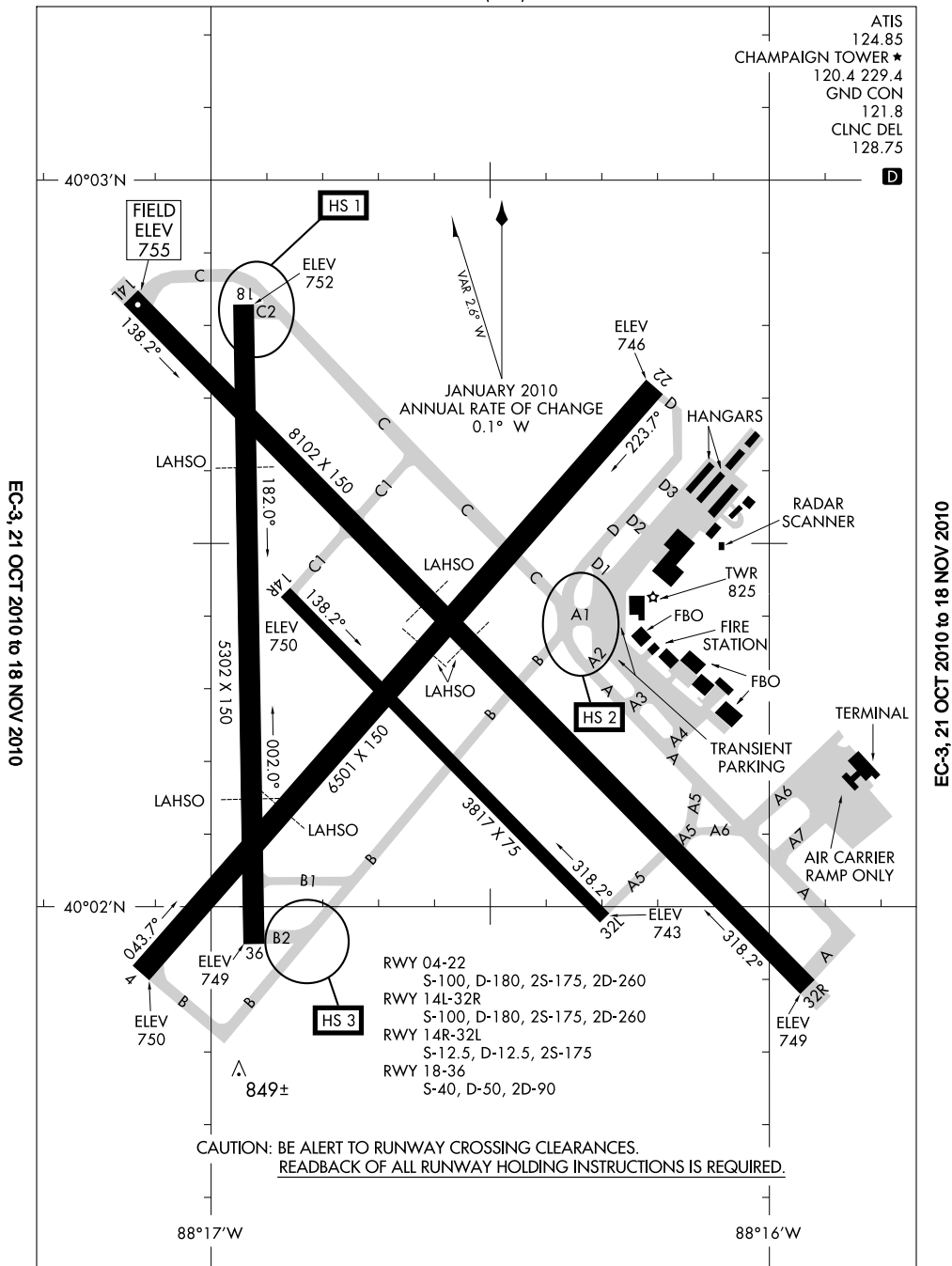
CENTRALIA MUNI (ENL)

VOR-A

38° 31' N - 89° 05' W

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3. 21 OCT 2010 to 18 NOV 2010



CHAMPAIGN/URBANA**UNIVERSITY OF ILLINOIS—WILLARD** (CMI) 5 SW UTC-6(-5DT) N40°02.33' W88°16.67'

755 B S4 FUEL 100LL, JET A1 + OX 1 TPA-1505(750) Class I, ARFF Index B

CHICAGO**H-5E, L-27C****IAP, AD**

NOTAM FILE CMI

Rwy 14L-32R: H8102X150 (ASPH-CONC-GRVD) S-100, D-180, 2S-175, 2D-260 MIRL**Rwy 14L:** VASI(V4L)—GA 3.0° TCH 31'.**Rwy 32R:** MALSR. VASI(V4L)—GA 3.0° TCH 54'.**Rwy 04-22:** H6501X150 (CONC-GRVD) S-100, D-180, 2S-175, 2D-260 MIRL**Rwy 04:** VASI(V4L)—GA 3.0° TCH 45'.**Rwy 22:** VASI(V4L)—GA 3.0° TCH 41'. Tree.**Rwy 18-36:** H5302X150 (CONC) S-40, D-50, 2D-90 MIRL**Rwy 36:** VASI(V4L)—GA 3.0° TCH 40'. Tree.**Rwy 14R-32L:** H3817X75 (ASPH) S-12.5, D-12.5, 2S-175 MIRL**Rwy 14R:** PAPI(P4L)—GA 3.0° TCH 35'.**Rwy 32L:** PAPI(P4L)—GA 3.0° TCH 35'.**LAND AND HOLD SHORT OPERATIONS**

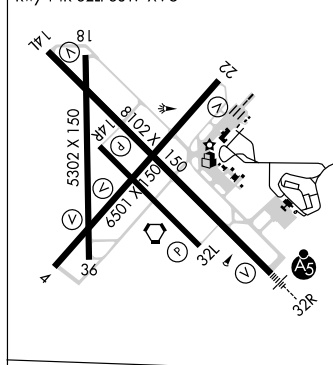
LANDING	HOLD SHORT POINT	DIST AVBL
Rwy 04	14L-32R	3600
Rwy 14L	04-22	3550
Rwy 18	04-22	4100
Rwy 22	18-36	4700
Rwy 32R	04-22	4050
Rwy 36	14L-32R	3950

RUNWAY DECLARED DISTANCE INFORMATION**Rwy 14R:** TORA-3817 TODA-3817 ASDA-3817 LDA-3817**Rwy 32L:** TORA-3817 TODA-3817 ASDA-3817 LDA-3817

AIRPORT REMARKS: Attended 1200-0500Z†. Rwy 18-36 CLOSED 0500-1200Z†. Rwy 18-36 CLOSED to scheduled air carrier ops 10 seats or more and clsd to unscheduled air carrier ops greater than 30 passenger seats. Avbl for air carrier taxi only. Rwy 14R-32L CLOSED 0500-1200Z†. Birds on and invof arpt. AER 22 and 32 not visible from each other. Rwy 14L and Rwy 18 apch ends are closely aligned. Rwy 04 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats between 0500-1200Z†, call arpt manager 217-244-8689/8764. Taxiing acft should use caution in early morning and late afternoon hrs; sun glare may make visual recognition of signs and pavement markings difficult. Twy A5 and Twy C1 southwest of Rwy 14L-32R closed to acft over 11800 lbs. Twy A6 and A7, adjacent to ramp, not visible from the control twr. When twr is clsd Rwy 32R is the preferred calm wind rwy. When twr clsd HIRL Rwy 14L-32R preset on radio control, to increase ints and ACTIVATE MIRL. Rwy 04-22 and MALSR Rwy 32R—CTAF. Itinerant parking on SE ramp only.

WEATHER DATA SOURCES: ASOS (217) 352-9118.**COMMUNICATIONS:** CTAF 120.4 ATIS 124.85 UNICOM 122.95**CHAMPAIGN RCO** 122.1R 110.0T (ST LOUIS RADIO)**CHAMPAIGN/URBANA RCO** 122.45 (ST LOUIS RADIO)

Ⓡ **CHAMPAIGN APP/DEP CON** 132.85 (136°-315°) 121.35 (316°-135°) 133.97 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)**CHAMPAIGN TOWER** 120.4 118.25 (1200-0500Z†) **GND CON** 121.8 **CLNC DEL** 128.75**AIRSPACE:** CLASS C svc 1200-0500Z† etc **APP CON** other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.**CHAMPAIGN (L) VORTAC** 110.0 CMI Chan 37 N40°02.07' W88°16.56' at fld. 745/3E.**VEALS NDB (LOM)** 407 CM N39°57.97' W88°10.95' 315° 6.2 NM to fld.**ILS** 109.1 I-CMI Rwy 32R. Class IE. LOM **VEALS NDB.** ILS unmonitored when twr clsd.**ASR** (1200-0500Z†)**Rwy 14R-32L: 3817 X 75**

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-		
WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN		
RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-CMI <u>109.1</u>	APP CRS 316°	Rwy Idg TDZE Apt Elev	8102 750 755
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ILS or LOC RWY 32R
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

T
A
ASR

*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Rantoul altimeter setting and increase DA 41 feet, and all MDA 60 feet, increase S-LOC 32R Cat. C visibility to RVR 4000.

MALS



MISSED APPROACH: Climb to 1200, then climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI VORTAC 13.2 DME and hold.

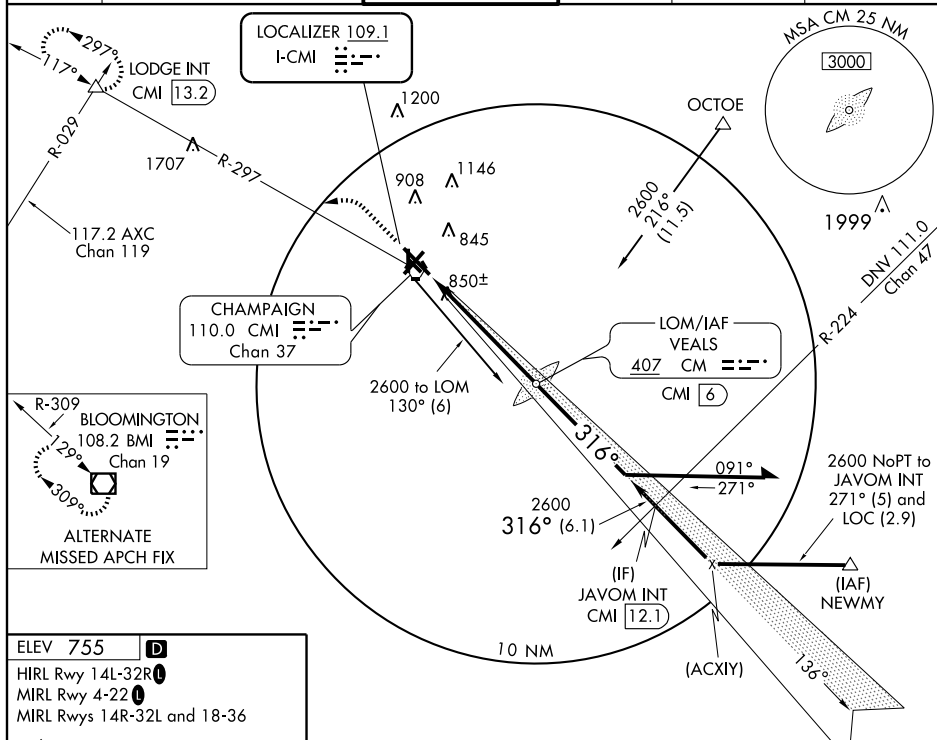
ATIS
124.85

CHAMPAIGN APP CON★
121.35 285.65 (316°-135°)
132.85 291.0 (136°-315°)

CHAMPAIGN TOWER ★
120.4 (CTAF) **L** 229.4

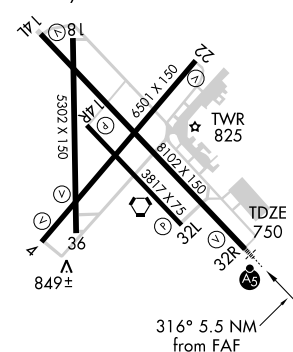
GND CON
121.8

CLNC DE
128.75

UNICOM
122.95

ELEV 755

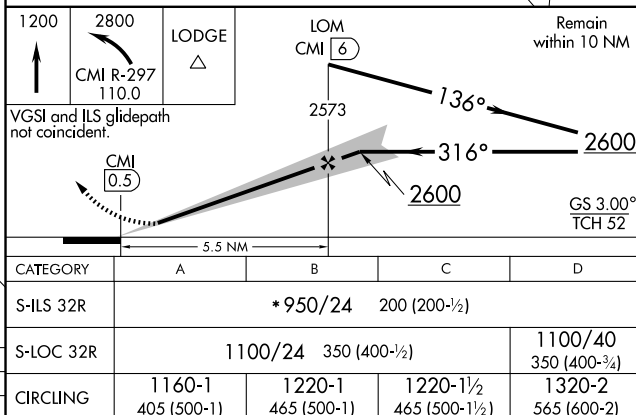
HIRL Rwy 14L-32R **L**
MIRL Rwy 4-22 **L**
MIRL Rwy 14R-32L and 18-36



FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CHAMPAIGN-URBANA, ILLINOIS
Amdt 12 10266



CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)
40°02'N - 88°17'W **US or LOC PWY 32P**

ILS or LOC RWY 32R

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC/DME BC RWY 14L
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

MISSED APPROACH: Climb to 2700 then left turn on heading 010° and CMI VORTAC R-062 to OCTOE Int/CMI VORTAC 12.2 DME and hold, or as directed by ATC.

Procedure NA for arrivals at IHQEB
on V191 northeast bound.

BACK COURSE

10 NM

R-210
116.8 RBS
Chan 115

R-314
CMI 13.6

(IF) IHQEB CMI 13.6

2700
136° (6.7)

(IAF) BOILL CMI 7

091°
271°

1707 Δ

WORNO CMI 2.8

LOCALIZER 109.1
I-CMI

1200 Δ

1146 Δ

908 Δ

854±

OMDAE CMI 1.6

2800 to BOILL
314° (7)

R-166
116.8 RBS
Chan 115

OCTOE CMI 12.2

R-062

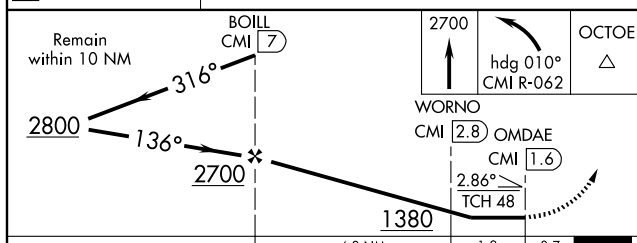
MSA CMI 25 NM
[3100]

CHAMPAIGN
110.0 CMI

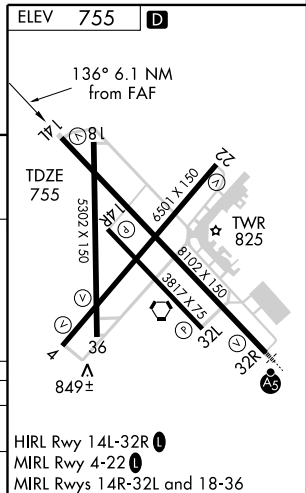
VEALS LOM

ALTERNATE MISSED APCH FIX

VEALS
407 CM $\equiv \equiv \cdot$



CATEGORY	A	B	C	D
S-14L	1120-1 365 (400-1)			1120-1¼ 365 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

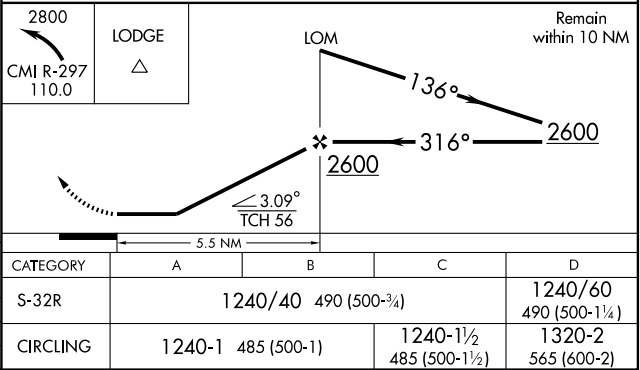
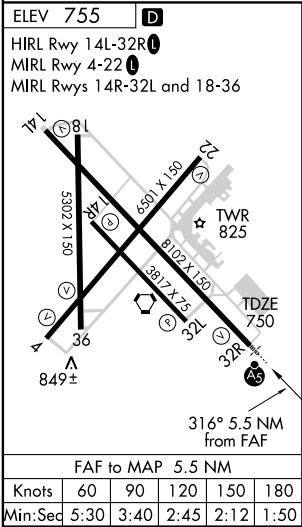
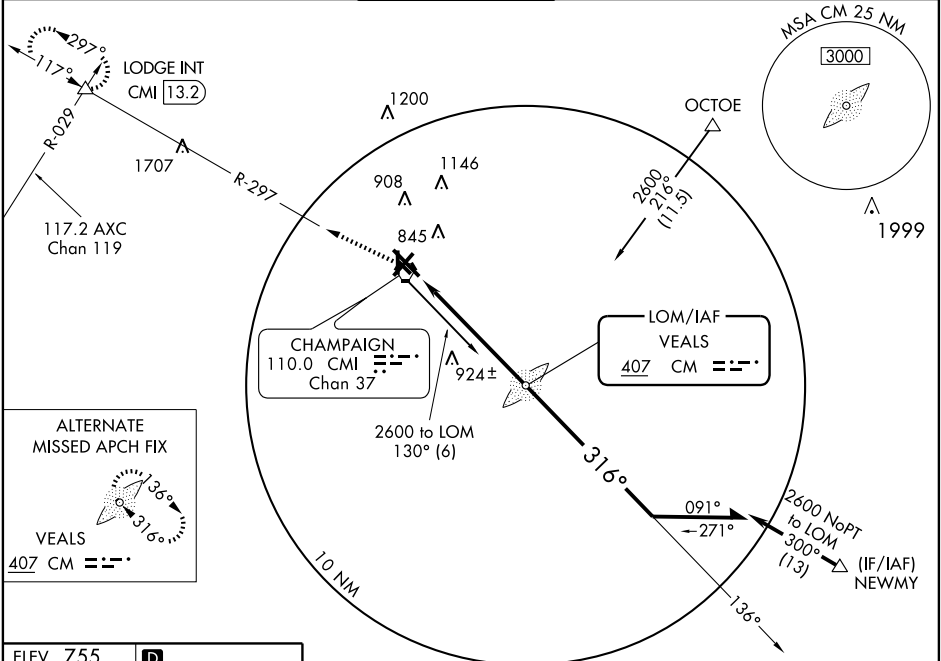


When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet. Increase S-32R Cat. C visibility to RVR 5000, Cat. D visibility to 1½ miles.

MALSR

MISSED APPROACH: Climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI 13.2 DME and hold.

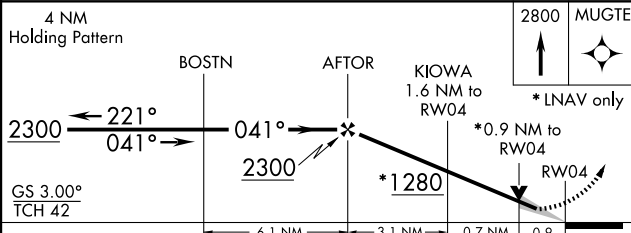
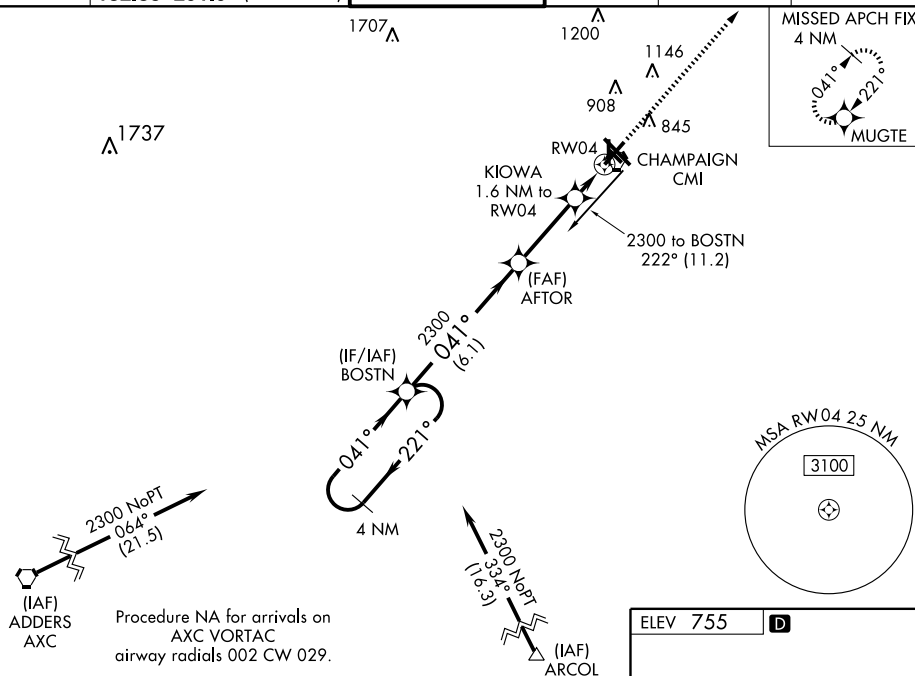
ATIS 124.85	CHAMPAIGN APP CON★ 121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	CHAMPAIGN TOWER★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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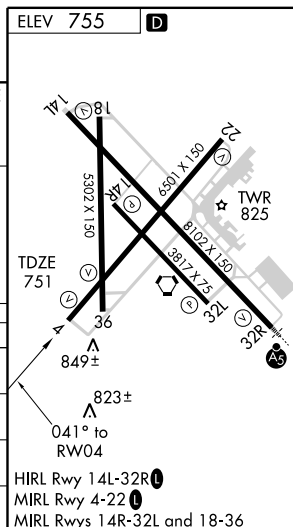
RNAV (GPS) RWY 4
CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMI)

MISSED APPROACH: Climb to 2800 direct MUGTE and hold.

ATIS	CHAMPAIGN APP CON★		CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35	285.65 (316° -135°)	120.4(CTAF) 0 229.4	121.8	128.75	122.95
	132.85	291.0 (136° -315°)				



CATEGORY	A	B	C	D
LPV DA	1001-1 250 (300-1)			
LNAV/ VNAV DA	1083-1¼ 332 (400-1¼)			
LNAV MDA	1080-1 329 (400-1)			
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)



WAAS
CH **86419**
W14A

APP CRS
136°

Rwy Idg
TDZE **755**
Apt Elev **755**

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

RNAV (GPS) RWY 14L

10266

▼

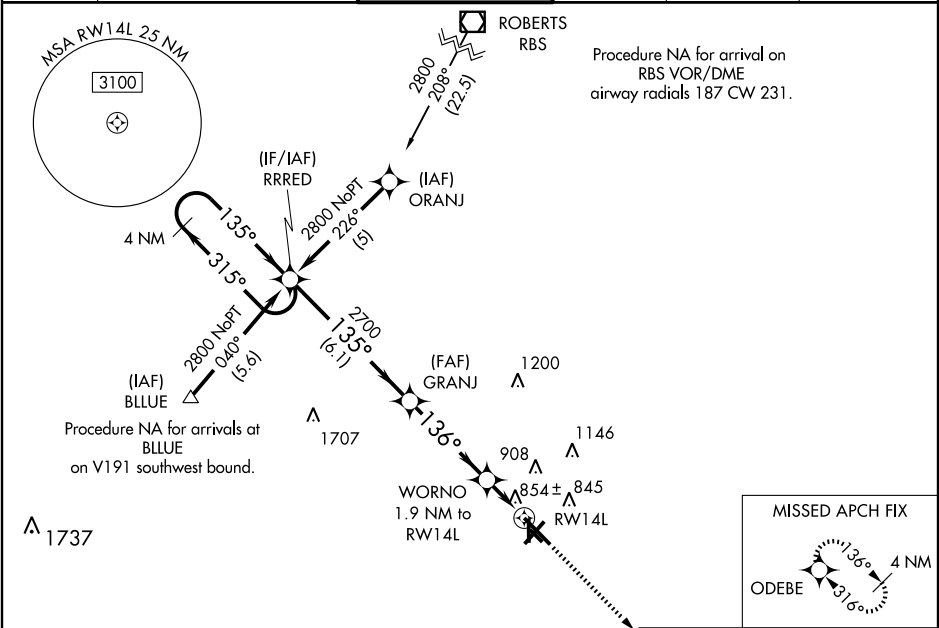
▲

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

MISSED APPROACH:
Climb to 2600 direct ODEBE and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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4 NM Holding Pattern		RRRED		2600 ODEBE	
2800		GRANJ		WORNO 1.9 NM to RW14L	
315°		2700		*1 NM to RW14L	
135°		*1380		RW14L	
GS 3.00°		6.1 NM		0.9 1 NM	
TCH 48		4 NM			
CATEGORY	A	B	C	D	
LPV DA	955-¾ 200 (200-¾)				
LNAV/VNAV DA	1170-1½ 415 (500-1½)				
LNAV MDA	1120-1 365 (400-1)			1120-1¼ 365 (400-1¼)	
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)	

136° to RW14L

TDZE 755

3302 X 150

360 X 150

8102 X 150

3917 X 25

321

32R

36

849±

TWR 825

HIRL Rwy 14L-32R 0

MIRL Rwy 4-22 0

MIRL Rwy 14R-32L and 18-36

WAAS
Ch **45919**
W18A

APP CRS
179°

Rwy Idg
TDZE **753**
Apt Elev **755**

5302
753
755

RNAV (GPS) RWY 18

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

▼

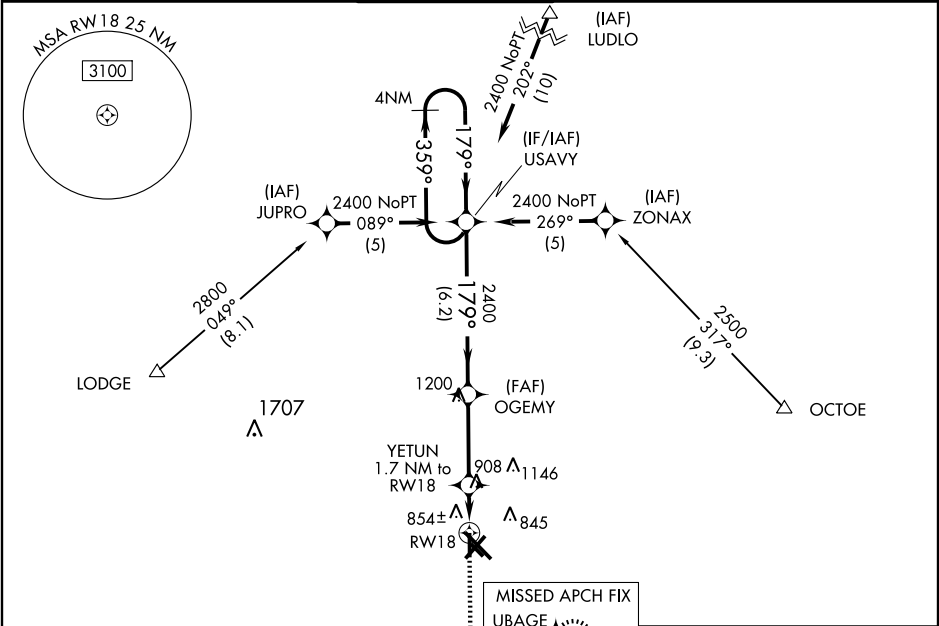
▲

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

MISSED APPROACH:
Climb to 2400 direct UBAGE and hold.

ATIS 124.85	CHAMPAIGN APP CON★ 121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	CHAMPAIGN TOWER★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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4 NM Holding Pattern

USAVY

OGEMY

2400 ← 359°

179° →

2400

GS 3.00°

TCH 45

6.2 NM

3.3 NM

0.6

1.1

2400

UBAGE

YETUN 1.7 NM to RW18

* INAV only

* 1.1 NM to RW18

RW18

* 1320

CATEGORY	A	B	C	D
LPV DA	953-¾ 200 (200-¾)			
LNAV/ VNAV DA	1145-1½ 392 (400-1½)			
LNAV MDA	1160-1	407 (500-1)	1160-1¼	407 (500-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

ELEV 755

D

179° to RW18

TDZE 753

3602 X 150

6501 X 150

8102 X 150

3817 X 75

32R

32L

AS

849±

36

81

825

TWR

HIRL Rwy 14L-32R

MIRL Rwy 4-22

MIRL Rwy 14R-32L and 18-36

WAAS
CH **97619**
W22A

APP CRS
221°

Rwy Idg
TDZE
Apt Elev

6501
750
755

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

RNAV (GPS) RWY 22

10266

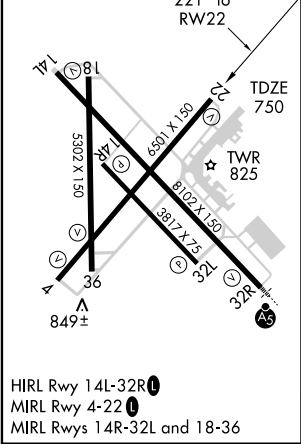
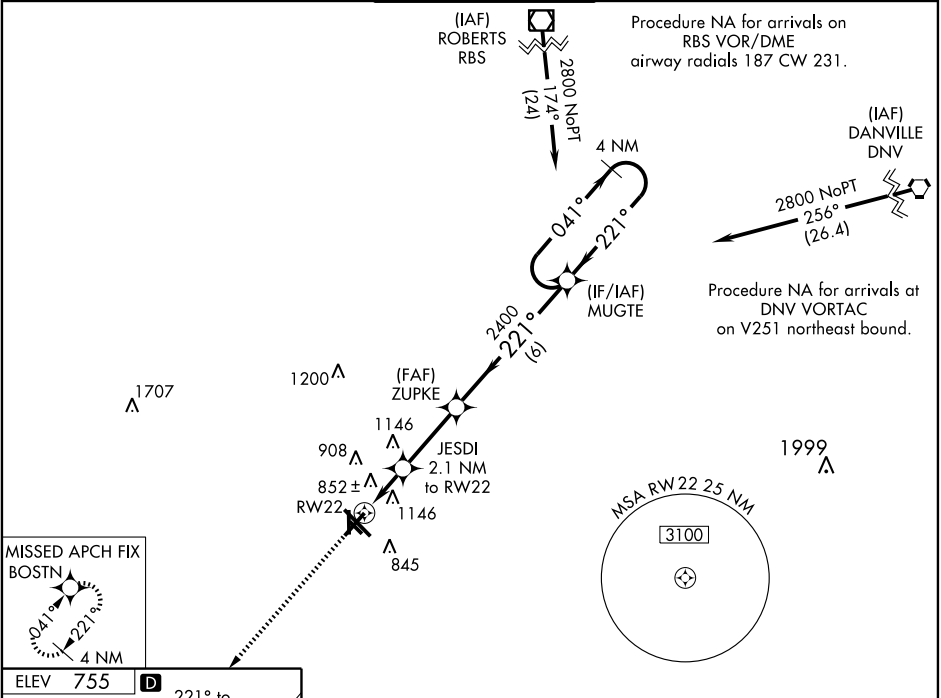
⚠

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet. Baro-VNAV and VDP NA when using Rantoul altimeter setting. LNAV and Circling minimums NA with Rantoul altimeter setting.

MISSED APPROACH: Climb to 2300 direct BOSTN and hold.

ATIS	CHAMPAIGN APP CON *	CHAMPAIGN TOWER *	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) 0 229.4	121.8	128.75	122.95



2300 BOSTN		MUGTE		4 NM Holding Pattern	
* LNAV only		JESDI 2.1 NM to RW22		2400	
* 1 NM to RW22		* 1460		2400	
1 NM		1.1		2.9 NM	
6 NM		6 NM		6 NM	
CATEGORY	A	B	C	D	
LPV DA	1000-1		250 (300-1)		
LNAV/VNAV DA	1219-1 3/4		469 (500-1 3/4)		
LNAV MDA	1120-1		370 (400-1)		1120-1 1/4 370 (400-1 1/4)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1 1/2 465 (500-1 1/2)	1320-2 565 (600-2)	

WAAS
CH **61110**
W32A

APP CRS
316°

Rwy Idg
TDZE **749**
Apt Elev **754**

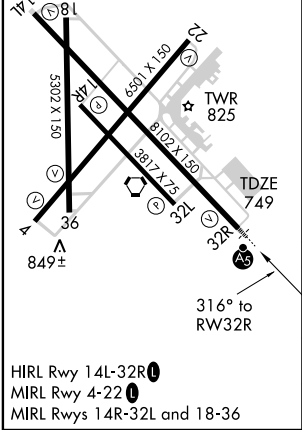
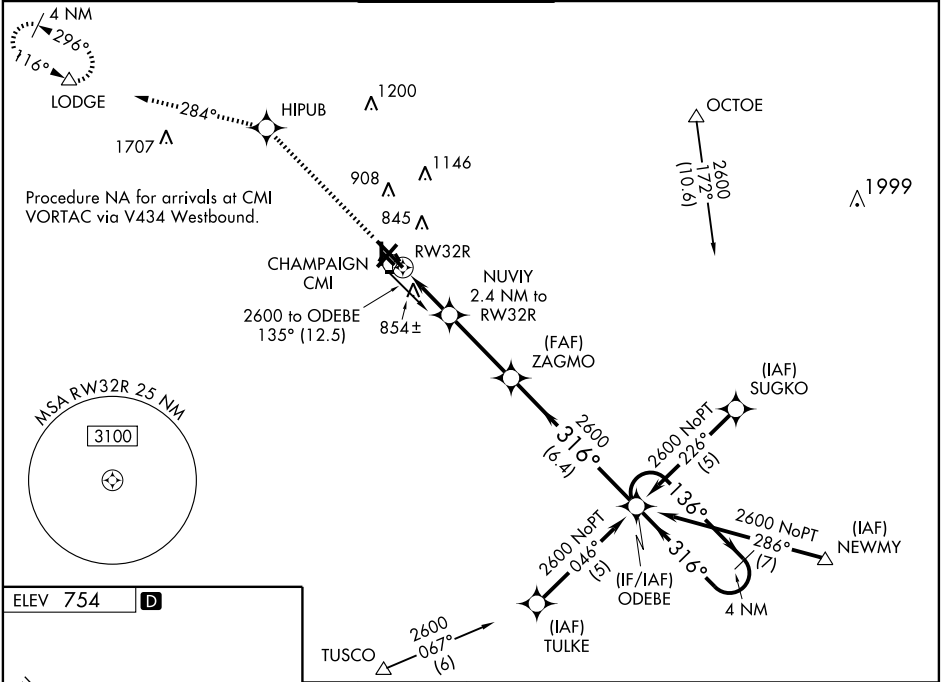
8102
749
754

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rantoul altimeter setting. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat. C visibility to RVR 4000. For inoperative MALS, increase LNAV Cat. D visibility to RVR 6000.

MALS

MISSED APPROACH:
Climb to 2800 direct
HIPUB and via 284°
track to LODGE
and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) 0 229.4	121.8	128.75	122.95



2800	HIPUB	LODGE	VGSI and RNAV glidepath not coincident.
↑	TRK 284°	△	
*LNAV only. NUVIY 2.4 NM to RW32R			
RW32R 1.4 NM 3.2 NM 6.4 NM			
*1560			
ZAGMO ODEBE 4 NM Holding Pattern			
316° 136° 2600 GS 3.00° TCH 52			
CATEGORY	A	B	C D
LPV DA	999/24 250 (300-½)		
LNAV/VNAV DA	1153/50 404 (400-1)		
LNAV MDA	1120/24 371 (400-½)		
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½) 1320-2 566 (600-2)

WAAS
CH **77919**
W36A

APP CRS
359°

Rwy Idg
TDZE **752**
Apt Elev **755**

5302
752
755

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

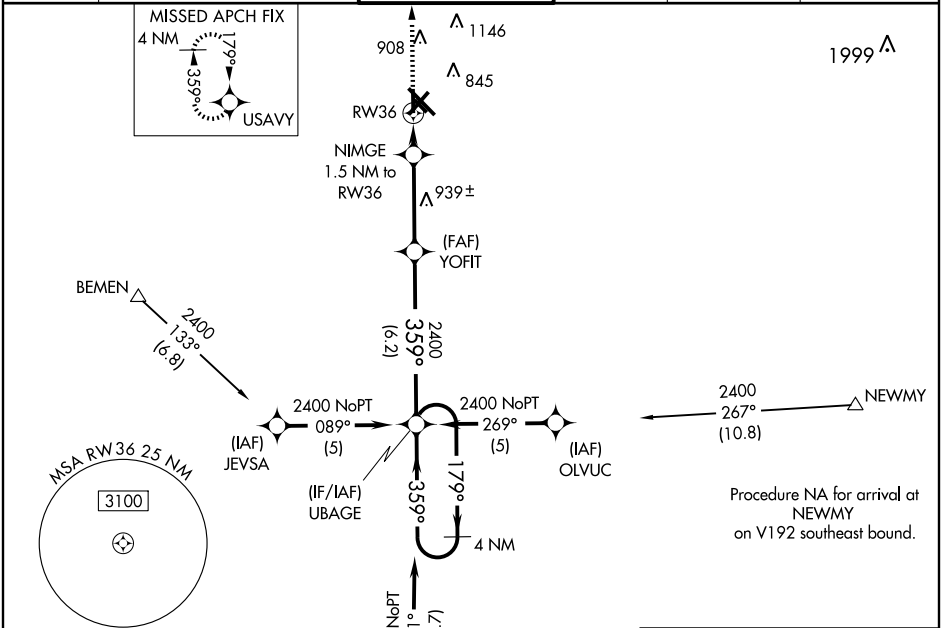
RNAV (GPS) RWY 36

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats and LNAV Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

MISSED APPROACH: Climb to 2400 direct USAVY and hold.

ATIS 124.85	CHAMPAIGN APP CON★ 121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	CHAMPAIGN TOWER★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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ELEV 755

HIRL Rwy 14L-32R

MIRL Rwy 4-22

MIRL Rwys 14R-32L and 18-36

CATEGORY	A	B	C	D
LPV DA	1022-1 270 (300-1)			
LNAV/VNAV DA	1119-1¼ 367 (400-1¼)			
LNAV MDA	1100-1 348 (400-1)			1100-1¼ 348 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

4 NM Holding Pattern

UBAGE

YOFIT

2400

179°

359°

GS 3.00° TCH 42

6.2 NM

3.5 NM

0.5 NM

1 NM

NIMGE 1.5 NM to RW36

*1 NM to RW36

*1260

*LNAV only

USAVY

TDZE 752

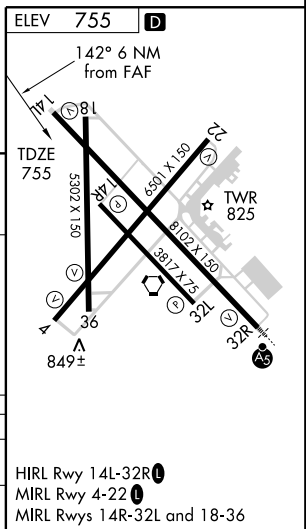
359° to RW36

VOR/DME RWY 14L
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

MISSED APPROACH: Climb to 2700 then left turn heading 020° and CMI R-062 to OCTOE Int/12.2 DME and hold.

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3. 21 OCT 2010 to 18 NOV 2010



VOR/DME RWY 22
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

T
ASR

MISSED APPROACH: Climb to 2800 then right turn via heading 340° and CMI R-297 to LODGE Int/CMI 13.2 DME and hold.

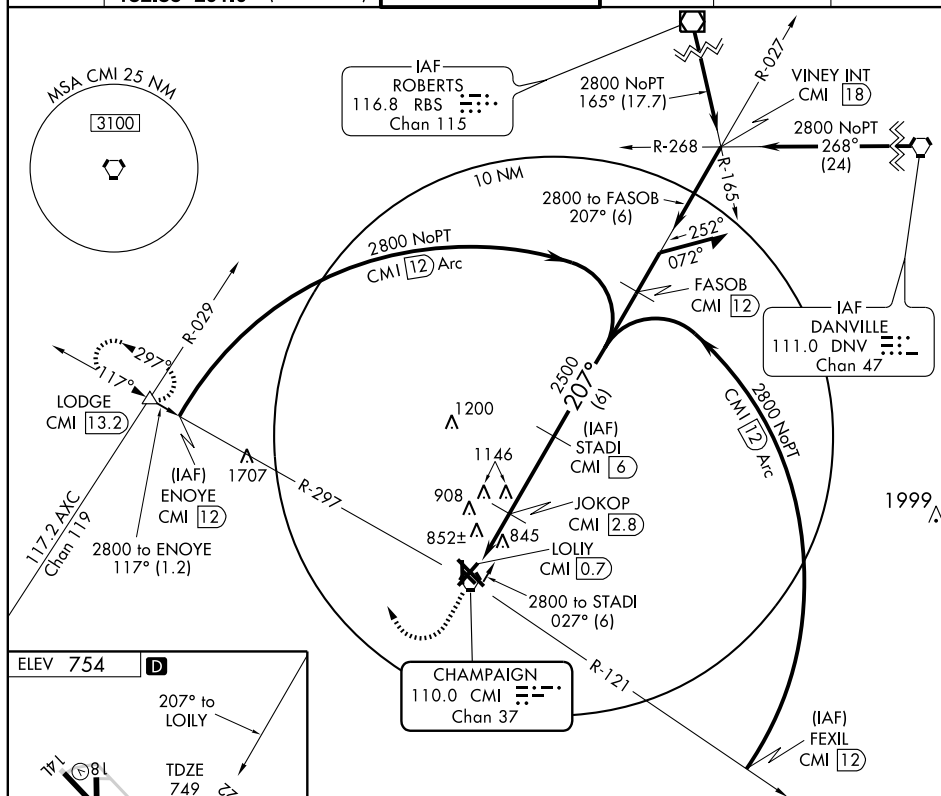
ATIS
124.85

CHAMPAIGN APP CON ★
121.35 285.65 (316°-135°)
132.85 291.0 (136°-315°)

CHAMPAIGN TOWER ★
120.4 (CTAF) **L** 229.4

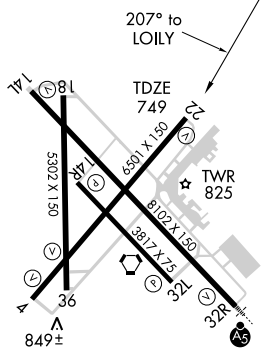
GND COM
121.8

CLNC DEL
128.75

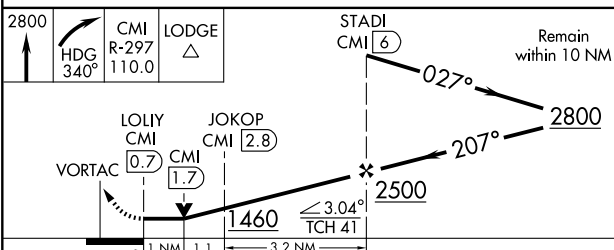
UNICOM
122.95

ELEV 754

P



HIRL Rwy 14L-32R **L**
MIRL Rwy 4-22 **L**
MIRL Rwy 14R-32L and 18-36



CATEGORY	A	B	C	D
S-22	1120-1 371 (400-1)			1120-1¼ 371 (400-1¼)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

VORTAC CMI	Rwy Idg	6501
110.0	TDZE	751
Chan 37	Apt Elev	755

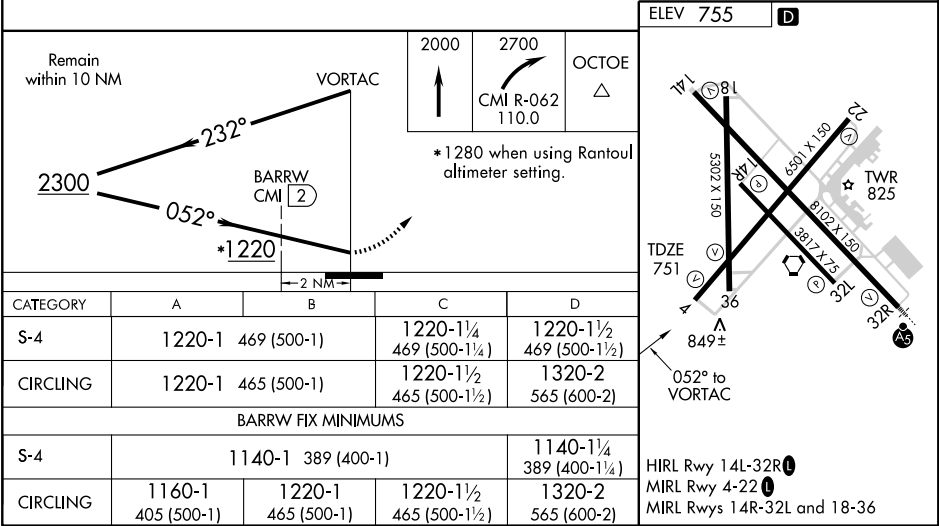
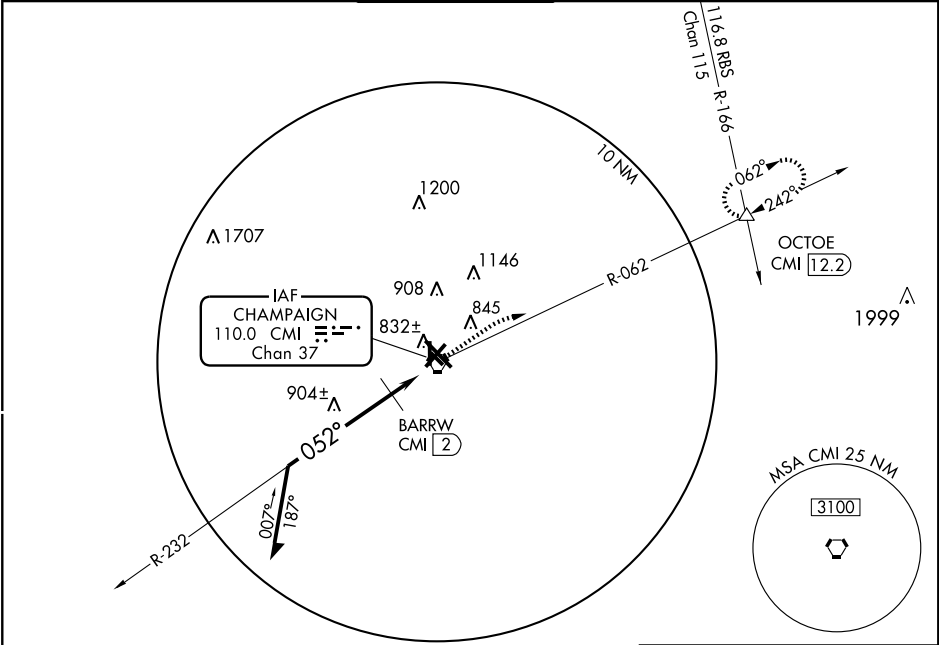
APP CRS
052°

When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet, increase S-4 Cat. C/D visibility ¼ mile.

ASR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via CMI VORTAC R-062 to OCTOE Int/CMI 12.2 DME and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) 229.4	121.8	128.75	122.95

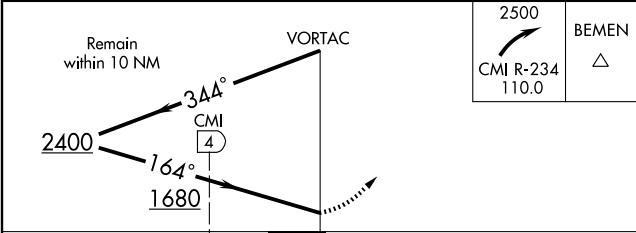
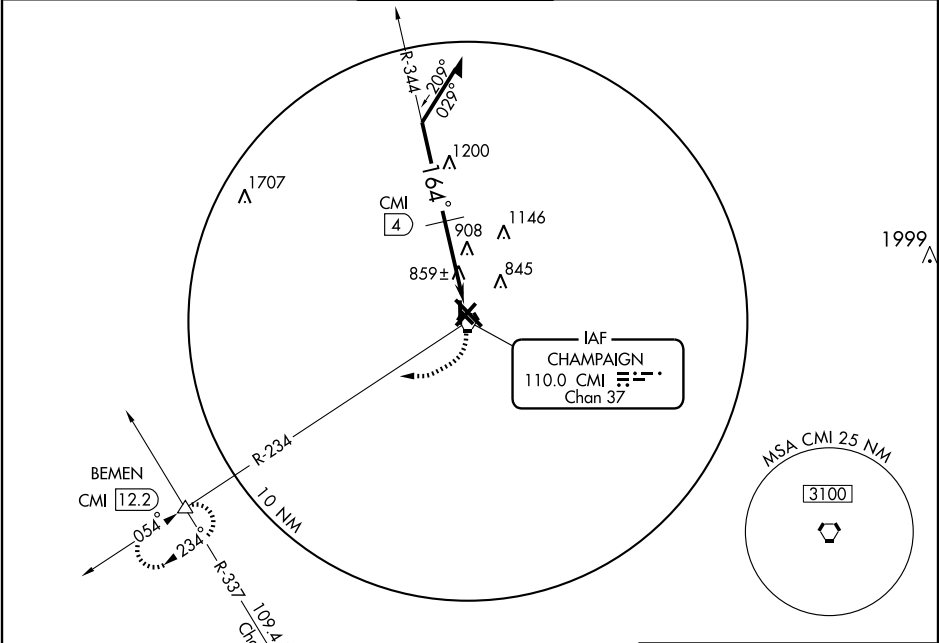


VORTAC CMI	Rwy Idg	5302
110.0	TDZE	753
Chan 37	Apt Elev	754

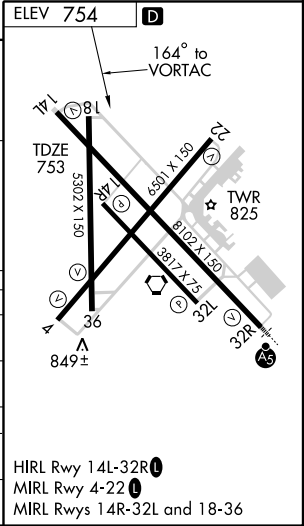
APP CRS
164°

<div><div>NA</div><div>ASR</div></div>	MISSED APPROACH: Climbing right turn to 2500 via CMI R-234 to BEMEN Int and hold.
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ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	120.4 (CTAF) 229.4	121.8	128.75	122.95



CATEGORY	A	B	C	D
S-18	1680-1¼ 927 (1000-1¼)		1680-2¾ 927 (1000-2¾)	1680-3 927 (1000-3)
CIRCLING	1680-1¼ 926 (1000-1¼)		1680-2¾ 926 (1000-2¾)	1680-3 926 (1000-3)
DME MINIMUMS				
S-18	1220-1 467 (500-1)		1220-1¼ 467 (500-1¼)	1220-1½ 467 (500-1½)
CIRCLING	1220-1 466 (500-1)	1240-1 486 (500-1)	1240-1½ 486 (500-1½)	1320-2 566 (600-2)



10210

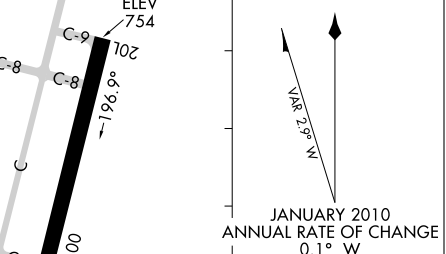
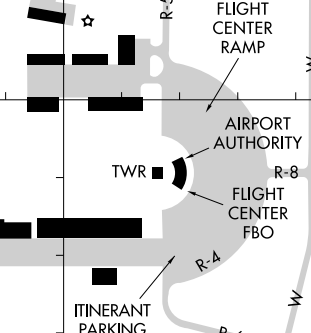
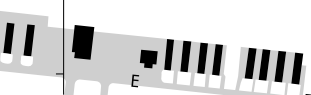
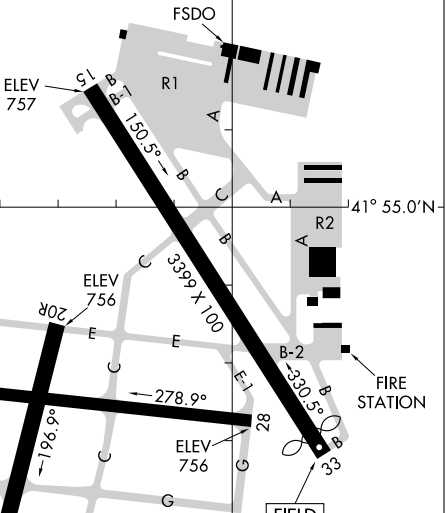
AIRPORT DIAGRAM

AL-5104 (FAA)

CHICAGO/ DUPAGE (DPA)
CHICAGO (WEST CHICAGO), ILLINOIS

ATIS
124.8
DUPAGE TOWER
120.9 257.8
GND CON
121.8
CLNC DEL
119.75

908



CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

RWY 02L-20R
S-30, D-45
RWY 02R-20L
S-30, D-45
RWY 10-28
S-30, D-45
RWY 15-33
S-30, D-45, 2D-100

AIRPORT DIAGRAM

10210

CHICAGO (WEST CHICAGO), ILLINOIS
CHICAGO/ DUPAGE (DPA)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CHICAGO/WAUKEGAN**WAUKEGAN RGNL** (UGN) 35 N UTC-6(-5DT) N42°25.33' W87°52.07'**CHICAGO**

727 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1527(800) LRA NOTAM FILE UGN H-5E, L-28H, A

RWY 05-23: H6000X150 (ASPH-PFC) S-95, D-120, 2S-152, 2D-200 HIRL IAP, AD

RWY 05: VASI(V4L)—GA 3.0° TCH 37'. Road.

RWY 23: MALSR. VASI(V4L)—GA 3.0° TCH 38.4'. Tree. Rgt tfc.

RWY 14-32: H3751X75 (ASPH) S-16, D-23 MIRL 0.4% up NW

RWY 14: VASI(V4L)—GA 3.5° TCH 30'. Thld dsplcd 500'. Tree.

RWY 32: Tree.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Noise abatement procedures in effect ctc arpt manager

847-244-0055. No touch and go lds on Rwy 14. When twr clsd

MIRL Rwy 14-32 preset low ints; to increase ints and ACTIVATE

HIRL Rwy 05-23; MALSR Rwy 23 and twy lgts—CTAF. A110-02

ctc arpt management office 847-244-0055. US customs user fee

arpt. For customs clearance 2 hrs minimum advance notice rqr

Mon-Fri during business hrs and by 4 PM Fri for weekend arrivals.

WEATHER DATA SOURCES: ASOS (847) 782-0876.**COMMUNICATIONS:** CTAF 120.05 ATIS 132.4 UNICOM 122.95

RCO 122.55 (KANKAKEE RADIO)

R CHICAGO APP/DEP CON 120.55

TOWER 120.05 (1200-0200Z) GND CON 121.65

AIRSPACE: CLASS D svc 1200-0200Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**NORTHBROOK (H) VORW/DME** 113.0 OBK Chan 77 N42°13.29' W87°57.11' 019° 12.6 NM to fld. 758/2W.**WAUKE NDB (LOM)** 379 UG N42°27.84' W87°48.09' 233° 3.9 NM to fld.

ILS 110.7 I-UGN Rwy 23. LOM WAUKE NDB. LOC only.

**CHICAGO (WEST CHICAGO)****DUPAGE** (DPA) 29 W UTC-6(-5DT) N41°54.42' W88°14.89'**CHICAGO**

759 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1559(800) NOTAM FILE DPA

COPTER

RWY 02L-20R: H7571X100 (CONC-GRVD) S-30, D-45 HIRL CL

H-5E, L-28H, A

RWY 02L: MALSR. TDZL.

IAP, AD

RWY 20R: PAPI(P4L)—GA 3.0° TCH 40'. Tree.

RWY 02R-20L: H5101X100 (CONC-GVRD) S-30, D-45 MIRL

RWY 02R: Bldg. Rgt tfc.

RWY 10-28: H4750X75 (ASPH-PFC) S-30, D-45 HIRL

RWY 10: LDIN. REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.

RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

RWY 15-33: H3399X100 (ASPH) S-30, D-45, 2D-100 MIRL

RWY 15: REIL. PAPI(P4R)—GA 3.9° TCH 42'. Tree.

RWY 33: REIL. Thld dsplcd 190'. Tree.

AIRPORT REMARKS: Attended continuously. Deer, birds and migratory waterfowl on and invof arpt. Acft on short final to Rwy 15 are not visible from tower due to trees. U.S. Customs user fee arpt.**WEATHER DATA SOURCES:** ASOS (630) 584-2728 LAWRs.**COMMUNICATIONS:** ATIS 124.8 UNICOM 122.95

RCO 122.3 (KANKAKEE RADIO)

RCO 122.1R 108.4T (KANKAKEE RADIO)

R APP/DEP CON 133.5

TOWER 120.9 124.5 GND CON 121.8 CLNC DEL 119.75

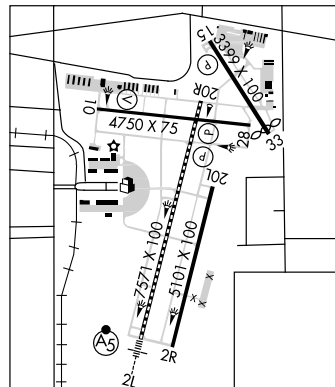
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.**(L) VOR/DME** 108.4 DPA Chan 21 N41°53.42' W88°21.01' 076° 4.7 NM to fld. 838/2E.

VOR portion unusable 290°-310° byd 35 NM

DME unusable 290°-340° byd 35 NM

ILS 111.7 I-GVK Rwy 02L.

ILS 109.5 I-DPA Rwy 10.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.**CIVIC MEMORIAL** N38°53.54' W90°03.38' NOTAM FILE ALN.**ST LOUIS**

NDB (MHW) 263 CVM at St Louis Rgnl.

A

COLES CO MEML (See MATTOON-CHARLESTON)

LOC I-GVK
111.7

APP CRS
015°

Rwy Idg
TDZE
Apt Elev
7571
754
759

ILS or LOC RWY 2L

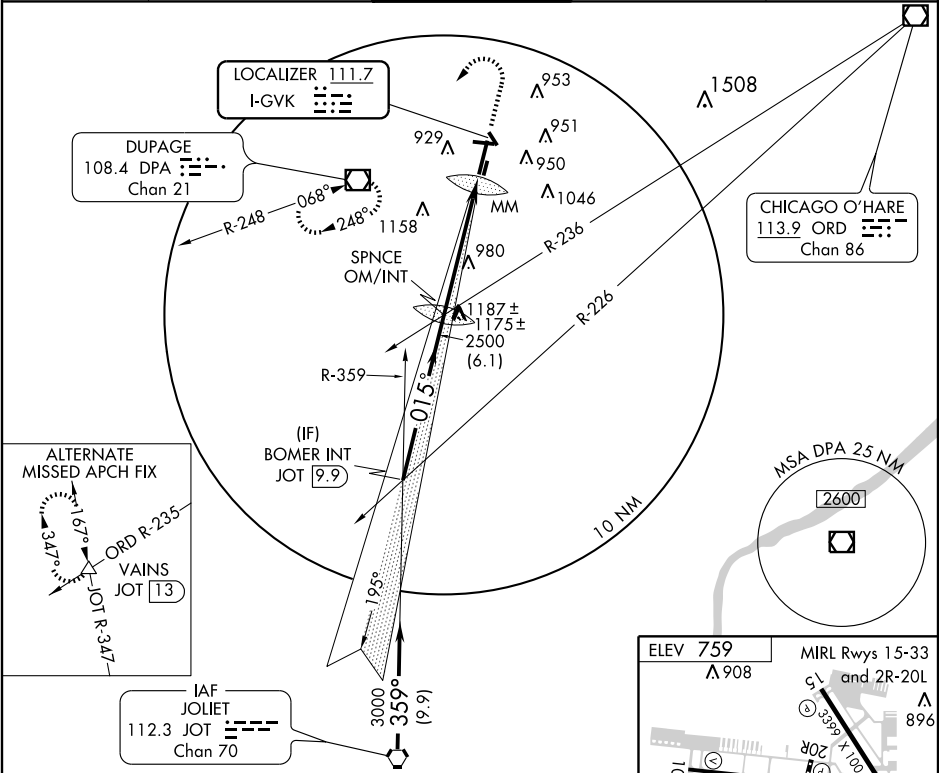
CHICAGO/DUPAGE (DPA)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet. Increase S-LOC 2L and Circling Cats C, D visibility ¼ mile.

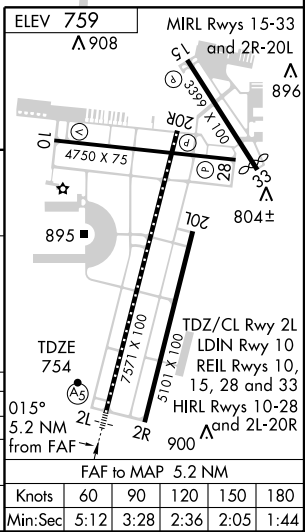
MALSRR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct DPA VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 124.8	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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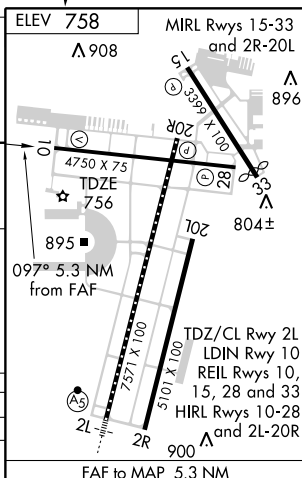
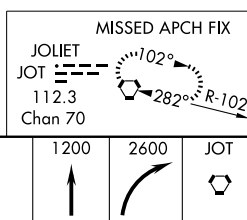
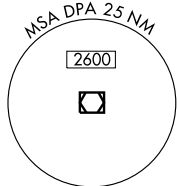
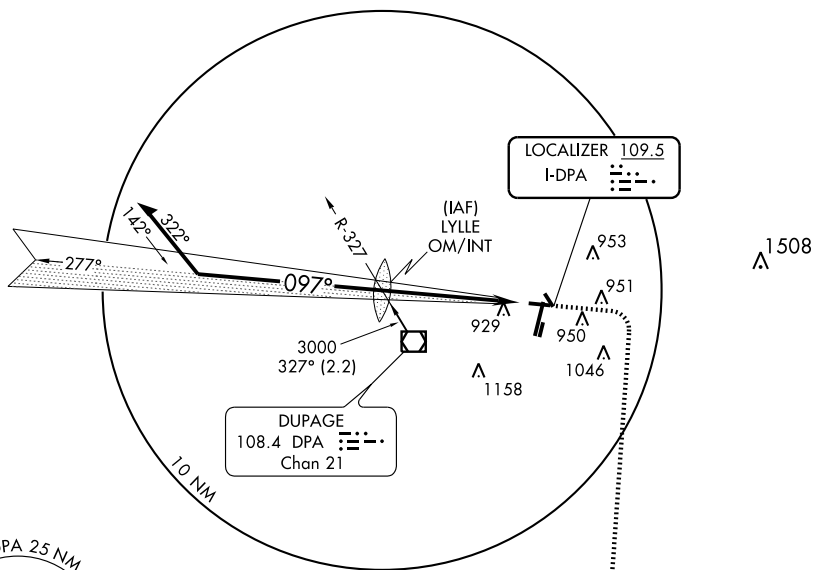


	VORTAC	BOMER INT JOT (9.9)	SPNCE OM/INT	1200	3000	DPA
	Procedure Turn NA			↑	↪	☐
	3000	359°	015°	2472	MM	
	GS 3.00° TCH 50	3000	2500			
	9.9 NM	6.1 NM	4.8 NM	0.4		
CATEGORY	A	B	C	D		
S-ILS 2L		954-½	200 (200-½)			
S-LOC 2L	1400-½	646 (700-½)	1400-1¼ 646 (700-1¼)	1400-1½ 646 (700-1½)		
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-¾)	1400-2 641 (700-2)		



ILS or LOC RWY 10
CHICAGO/DUPAGE (DPA)

MISSED APPROACH: Climb to 1200, then climbing right turn to 2600 direct JOT VORTAC and hold.

CLNC DEL
119.75

CATEGORY	A	B	C	D
S-ILS 10	1006- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)	
S-LOC 10	1180-1	424 (500-1)	1180-1 $\frac{1}{4}$	424 (500-1 $\frac{1}{4}$)
CIRCLING	1260-1	502 (600-1)	1360-1 $\frac{1}{4}$ 602 (700-1 $\frac{1}{4}$)	1360-2 602 (700-2)

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

WAAS CH 53618 W10A	APP CRS 097°	Rwy ldg 4750 TDZE 756 Apt Elev 759
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RNAV (GPS) RWY 10

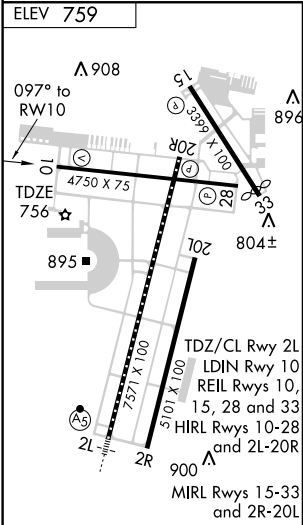
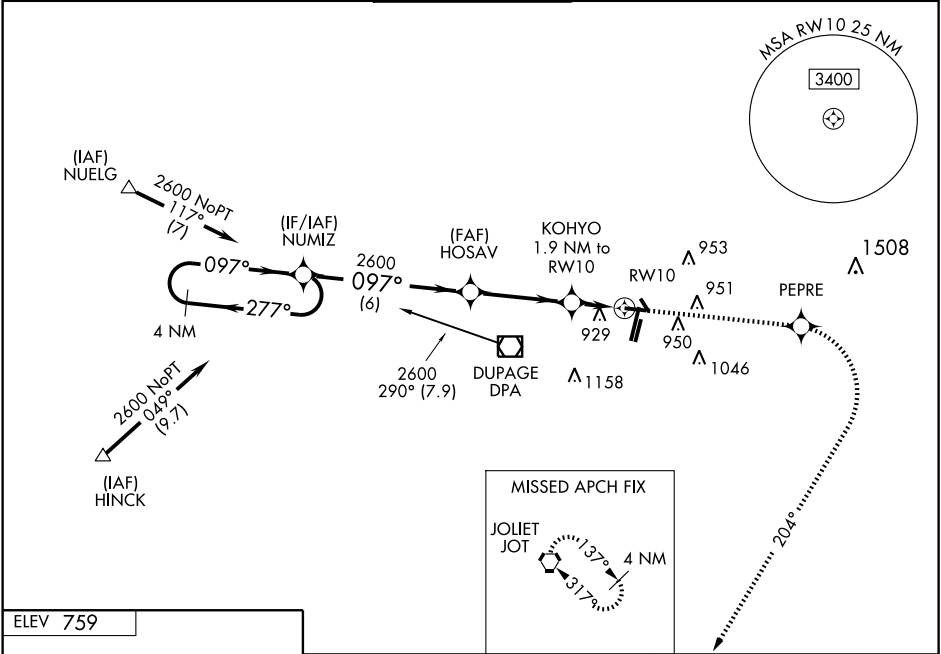
CHICAGO/ DUPAGE (DPA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

▲ When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 2600 direct PEPRE and right turn on track 204° to JOT VORTAC and hold.

ATIS 124.8	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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4 NM Holding Pattern		NUMIZ	HOSAV	KOHYO	PEPRE	JOT
2600		2600	2600	1.9 NM to RW10	1400	1400
GS 3.00° TCH 50		2600	2600	1.9 NM to RW10	1400	1400
6 NM		3.7 NM	0.7	1.2 NM	1.2 NM	
CATEGORY	A	B	C	D		
LPV DA	956-¾		200 (200-¾)			
LNAV/VNAV DA	1244-1¾		488 (500-1¾)			
LNAV MDA	1180-1	424 (500-1)	1180-1¼	424 (500-1¼)		
CIRCLING	1260-1	501 (600-1)	1360-1¾	601 (700-1¾)	1360-2	601 (700-2)

▼ When local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 40 feet and LNAV Cat D visibility ¼ mile.
▲ VDP NA using Aurora altimeter setting. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct FABUG then via 187° track to JOT VORTAC and hold.

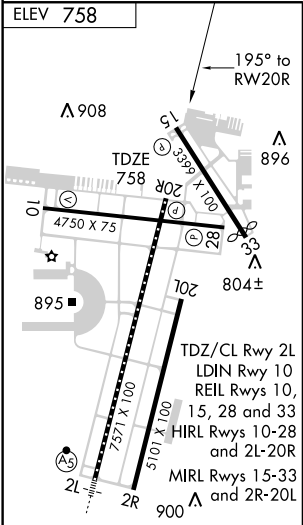
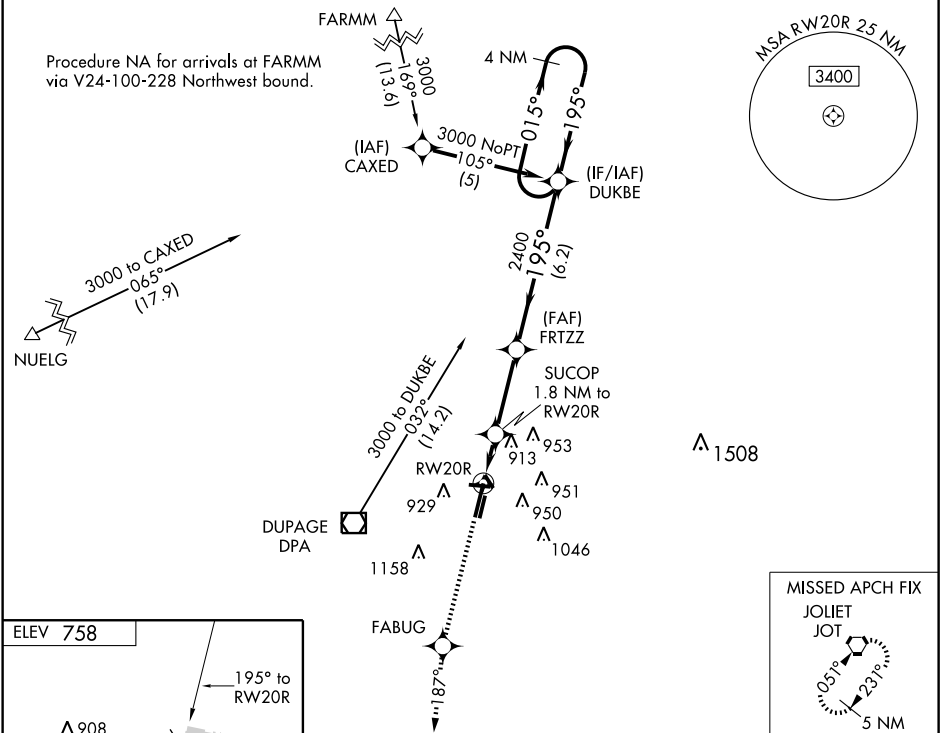
ATIS
124.8

CHICAGO APP CON
133.5 349.0

DUPAGE TOWER
120.9 257.8

GND CON
121.8

CLNC DEL
119.75



2500	FABUG	187° TRK	JOT	4 NM Holding Pattern
				DUKBE
				015° → 3000
				← 195°
				VGSI and descent angles not coincident.
				1.2 NM
				0.6
				3.1 NM
				6.2 NM
CATEGORY	A	B	C	D
LNAV MDA	1180-1	422 (500-1)	1180-1¼	422 (500-1¼)
CIRCLING	1260-1	502 (600-1)	1360-1¾	1360-2
			602 (700-1¾)	602 (700-2)

VORTAC JOT	Rwy Idg	7571
112.3	TDZE	754
Chan 70	Apt Elev	758

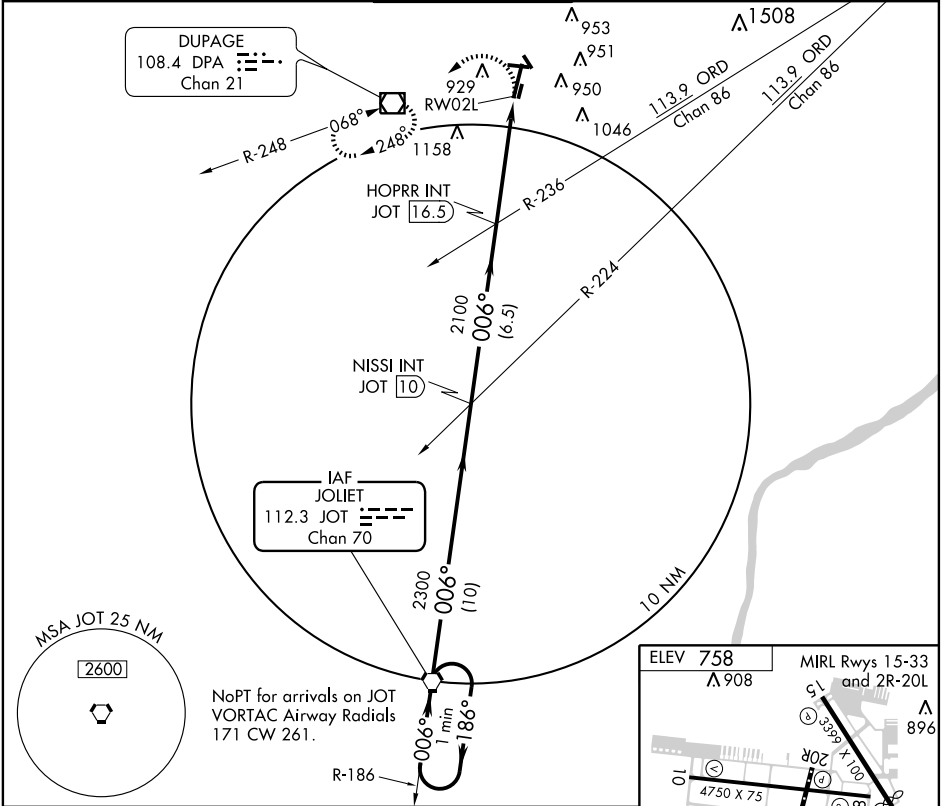
APP CRS	006°
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VOR or GPS RWY 2L
CHICAGO/DUPAGE (DPA)

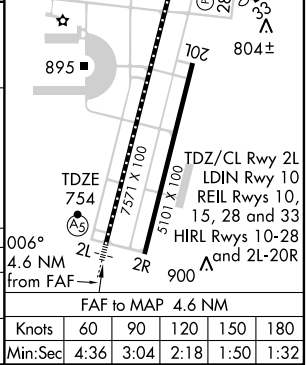
MALSR

MISSED APPROACH: Climbing left turn to 2500 direct DPA VOR/DME and hold.

ATIS 124.8	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-2L	1420-1/2 666 (700-1/2)	1420-3/4 666 (700-3/4)	1420-1 1/4 666 (700-1 1/4)	1420-1 1/2 666 (700-1 1/2)
CIRCLING	1420-1 662 (700-1)	1420-1 1/4 662 (700-1 1/4)	1420-1 3/4 662 (700-1 3/4)	1420-2 662 (700-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

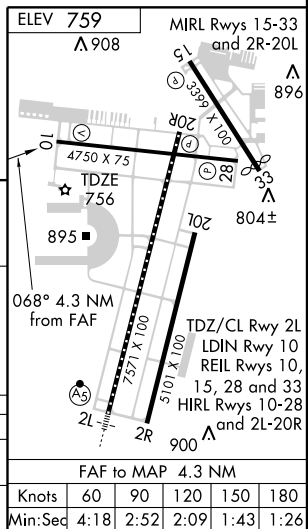
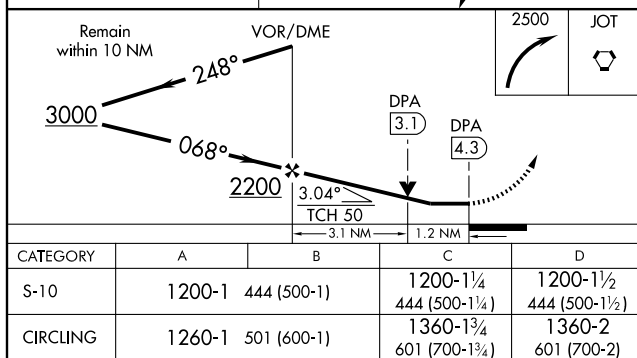
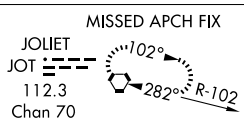
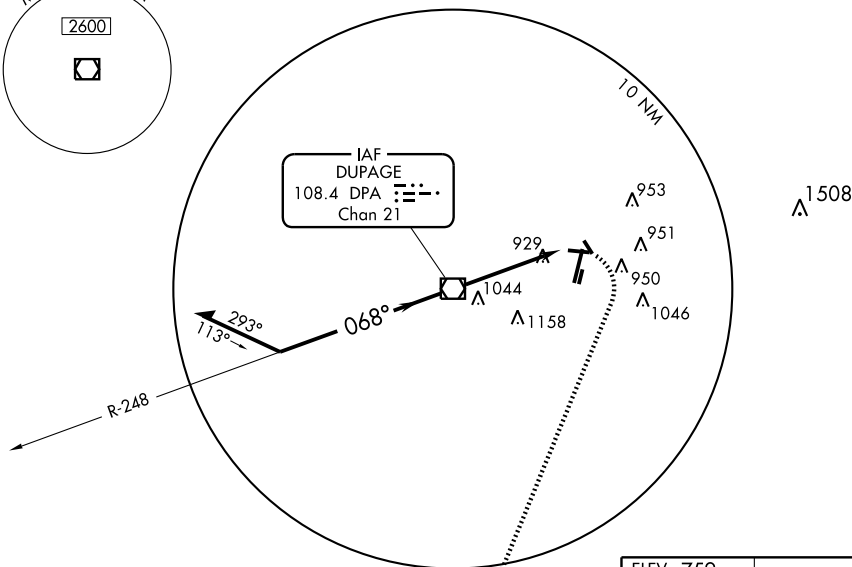
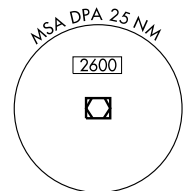
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR RWY 10
CHICAGO/DUPAGE (DPA)

MISSED APPROACH: Climbing right turn to 2500 direct JOT VORTAC and hold.

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3. 21 OCT 2010 to 18 NOV 2010



LANSING MUNI (IGQ) 21 S UTC-6(-5DT) N41°32.10' W87°31.77'

CHICAGO

620 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1620(1000) NOTAM FILE IGQ

L-28H, A

RWY 18-36: H4002X75 (ASPH-PFC) S-24 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tower.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 09-27: H3395X75 (ASPH-PFC) S-12.5 MIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tower.

AIRPORT REMARKS: Attended 1300-0100Z†. Birds on and in/ovf arpt. All pattern flying in noise sensitive area. 146' Twr 4325' from Rwy 27 665' rgt of extended centerline. Rwy 09 thld was relocated; Dsplcd thld is now twy. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, REIL Rwy 09, Rwy 18, Rwy 27 and Rwy 36 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (708) 895-9526. Visibility unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.7

CHICAGO HEIGHTS RCO 122.1R 114.2T (KANKAKEE RADIO).

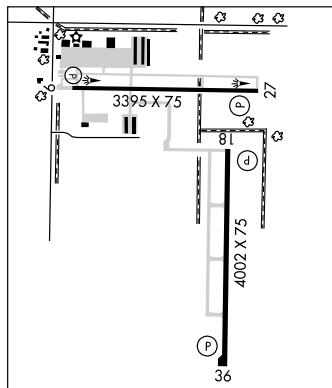
Ⓡ CHICAGO APP/DEP CON 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60'

W87°34.29' 050° 2.4 NM to fld. 634/2E.

ILS/DME 109.15 I-JX Chan 28(Y) Rwy 36. LOC only.

**CHICAGO/AURORA****AURORA MUNI** (ARR) 38 W UTC-6(-5DT) N41°46.32' W88°28.54'

CHICAGO

712 B S4 FUEL 100, JET A1 OX 1, 2, 3, 4 NOTAM FILE ARR

H-5E, L-28H, A

RWY 09-27: H6501X100 (CONC-GRVD) S-30, D-130, 2S-165 HIRL

IAP, AD

RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 45'. Tree.

RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 42'.

RWY 15-33: H5503X100 (CONC-GRVD) D-130, 2S-165 HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 34'. Tree.

RWY 33: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 48'. Tree.

RWY 18-36: H3198X75 (ASPH) S-30 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 30'. Pole.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 34'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	18-36	3450
RWY 15	09-27	3900
RWY 27	15-33	4000

AIRPORT REMARKS: Attended Mon-Sat 1100-0600Z†, Sun

1300-0400Z†. Rwy 18-36 sfc several large cracks and vegetative growth. Twy M1 closed indef. When twr clsd HIRL Rwy 15-33 and Rwy 09-27 and MIRL Rwy 18-36 preset low ints: to increase ints and ACTIVATE MALSR Rwy 09, Rwy 33, REIL Rwy 18, Rwy 36, Rwy 15, Rwy 33, and Rwy 27, and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS 125.85 (630) 466-4024. LAWRS.

COMMUNICATIONS: CTAF 120.6 ATIS 125.85

UNICOM 123.5 122.95

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 133.5 CLNC DEL 121.7 (When twr clsd)

TOWER 120.6 (1300-0300Z†) GND CON 121.7

AIRSPACE: CLASS D svc 1300-0300Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

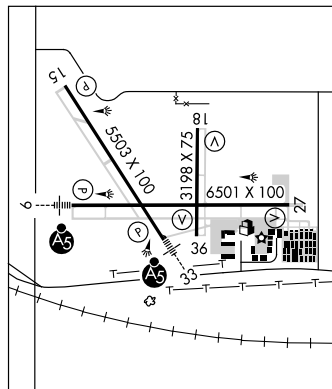
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42' W88°21.01' 216° 9.1 NM to fld. 838/2E.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78' W88°19.10' 330° 15.3 NM to fld. 592/2E.

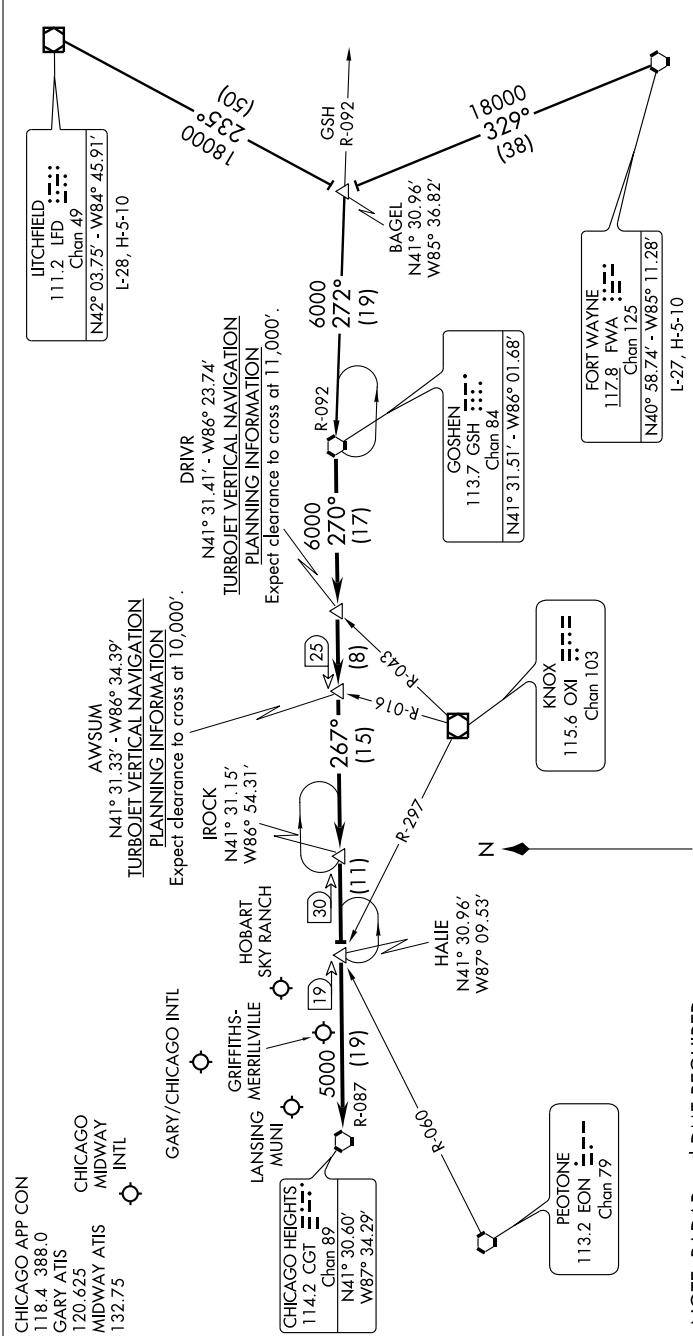
ILS 108.9 I-ARR Rwy 09.

ILS/DME 115.15 I-ROF Chan 48(Y) Rwy 33.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

**CHICAGO EXECUTIVE** (See CHICAGO/PROSPECT HGTS/WHEELING)

EC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....
LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....
.... From over GSH VORTAC via GSH R-270 to DRIVER INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME, then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

EC-3, 21 OCT 2010 to 18 NOV 2010

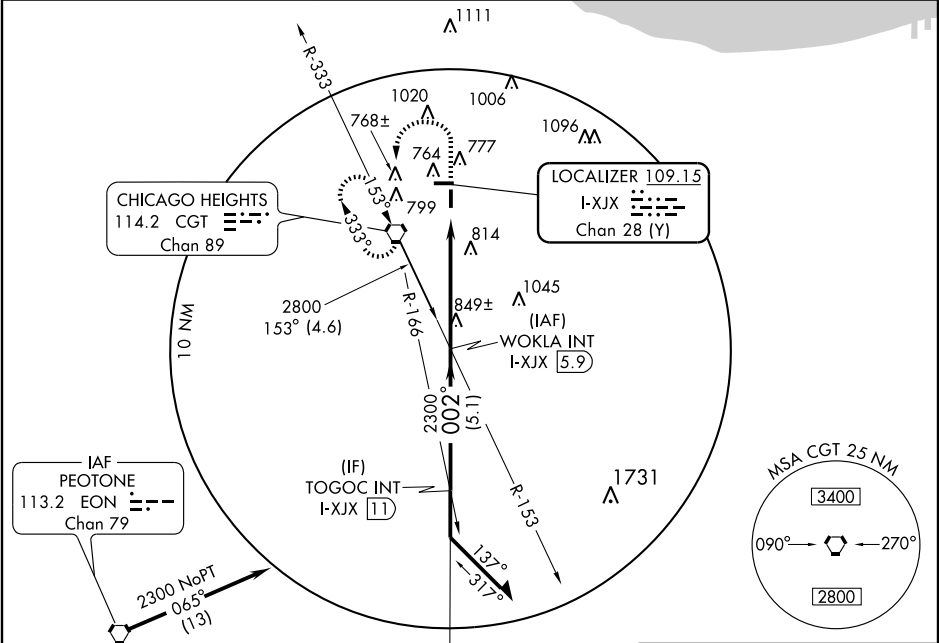
▼

▲NA

If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 direct CGT VORTAC and hold. Continue climb-in-hold to 2800.

AWOS-3 119.275	CHICAGO APP CON 118.4 285.6	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals at EON VORTAC via V38-156 W Bnd.

Remain within 10 NM

WOKLA INT I-XJX [5.9]

2800

182°

002°

2300

3.04°

TCH 40

3.7 NM

1.4

1300

2800

CGT

I-XJX [2.2]

I-XJX [0.8]

ELEV 620

630

3395 X 75

27

81

4002 X 75

36

TDZE 620

REIL Rwy 9, 18, 27, and 36

MIRL Rwy 9-27 and 18-36

002° 5.1 NM from FAF

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-36	1100-1	480 (500-1)	NA	
CIRCLING	1140-1	520 (600-1)	NA	

APP CRS	Rwy Idg	3395
092°	TDZE	617
	Apt Elev	620

RNAV (GPS) RWY 9

CHICAGO/LANSING MUNI(IGQ)

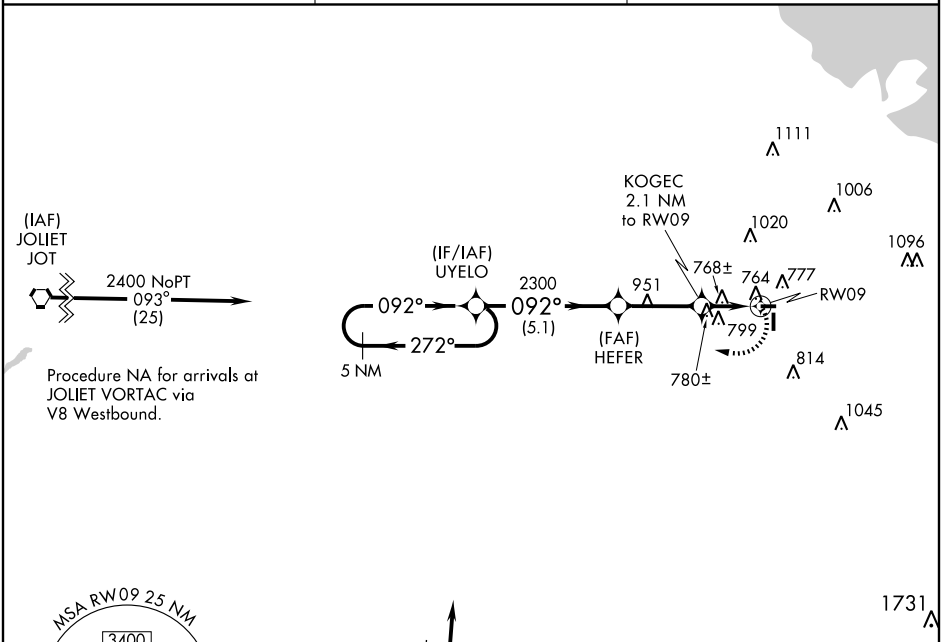
⚠

⚠

If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2400 direct UYELO and hold.

AWOS-3 119.275	CHICAGO APP CON 118.4 285.6	UNICOM 122.7 (CTAF) 0
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5 NM Holding Pattern UYELO

2400

172°

092°

092°

HEFER

2300

3.05° TCH 40

KOGEC 2.1 NM to RW09

1320

RW09

5.1 NM

3 NM

2.1 NM

2400

UYELO

630

092° to RW09

TDZE 617

3395 X 75

27

81

4002 X 75

36

CATEGORY	A	B	C	D
LNNAV MDA	1080-1	463 (500-1)	NA	NA
CIRCLING	1140-1	520 (600-1)	NA	NA

REIL Rwy 9, 18, 27, and 36 0

MRL Rwy 9-27 and 18-36 0

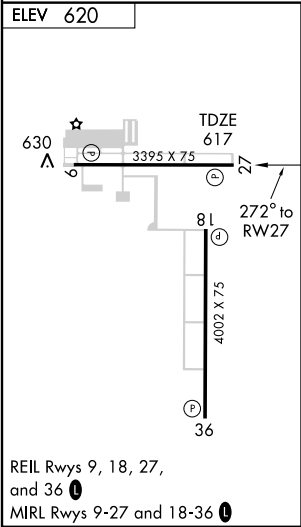
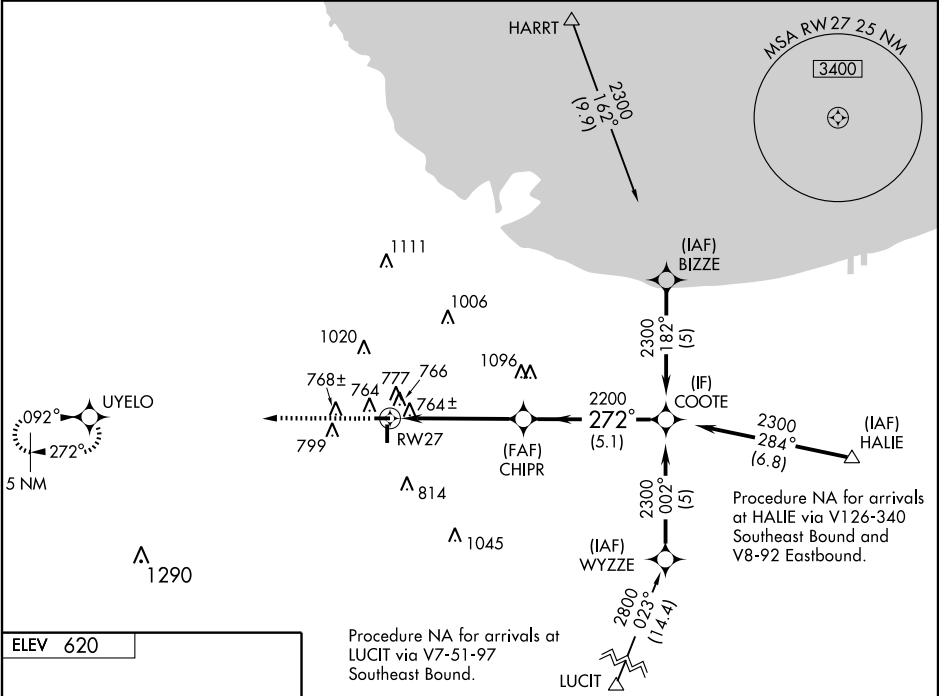
WAAS CH 61303 W27A	APP CRS 272°	Rwy Idg TDZE 617 Apt Elev 620	3395
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RNAV (GPS) RWY 27
CHICAGO/LANSING MUNI (IGQ)

▼ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all
DAs 42 feet and all MDAs 60 feet. Baro-VNAV NA when using Chicago Midway Intl altimeter
setting. VDP NA when using Chicago Midway Intl altimeter setting. DME/DME RNP-0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or
above 54° C (130° F). Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2400 direct
UYELO and hold.

AWOS-3 119.275	CHICAGO APP CON 118.4 285.6	UNICOM 122.7 (CTAF) 0
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2400 UYELO				COOTE 2300			
* LNAV only				CHIPR 2200			
* 1.3 NM to RWY 27				Procedure Turn NA			
RWY 27				GS 3.00°			
1.3				TCH 40			
3.5 NM							
5.1 NM							
CATEGORY	A	B	C	D			
LPV DA	1016-1½	399 (400-1½)	NA				
LNAV/VNAV DA	1072-1¾	455 (500-1¾)	NA				
LNAV MDA	1080-1	463 (500-1)	NA				
CIRCLING	1140-1	520 (600-1)	NA				

APP CRS	Rwy Idg	4002
002°	TDZE	620
	Apt Elev	620

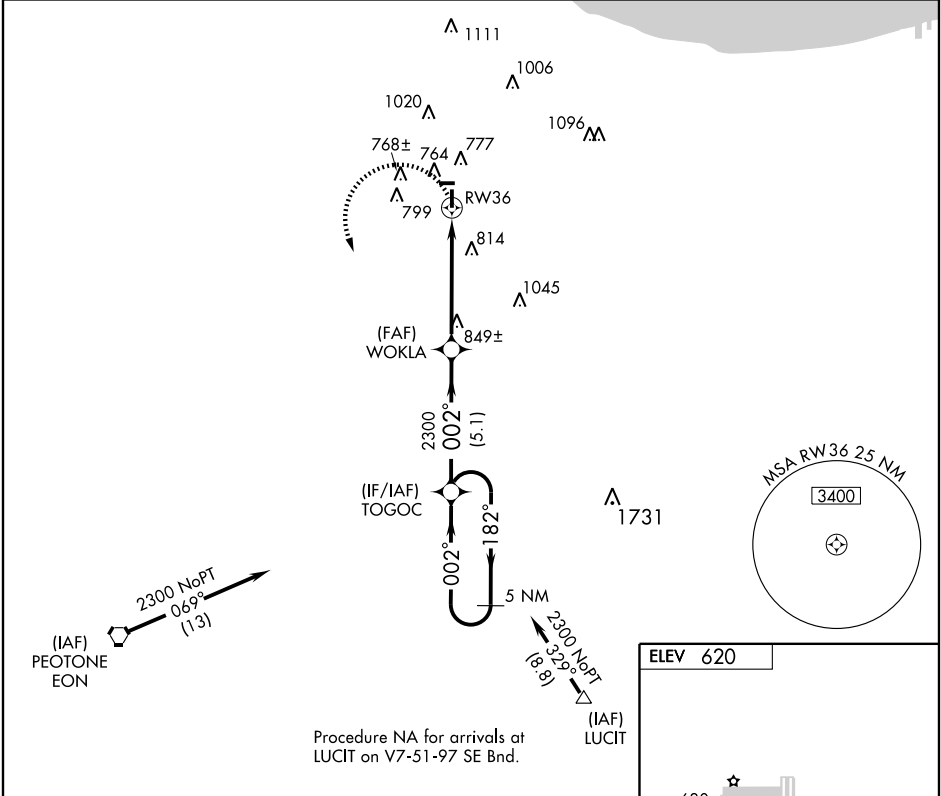
RNAV (GPS) RWY 36

CHICAGO/LANSING MUNI (IGQ)

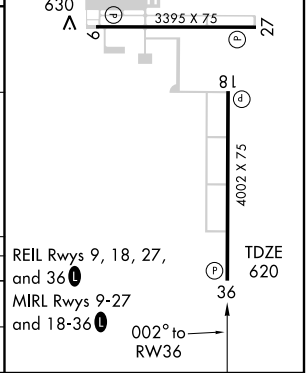
⚠ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct TOGOC and hold.

AWOS-3 119.275	CHICAGO APP CON 118.4 285.6	UNICOM 122.7 (CTAF) 0
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5 NM Holding Pattern				
TOGOC WOKLA				
2300 182° 002° 002° 2300 1.4 NM to RW36 3.04° TCH 40 RW36				
5.1 NM 3.7 NM 1.4 NM				
CATEGORY	A	B	C	D
LNNAV MDA	1100-1	480 (500-1)	NA	
CIRCLING	1140-1	520 (600-1)	NA	

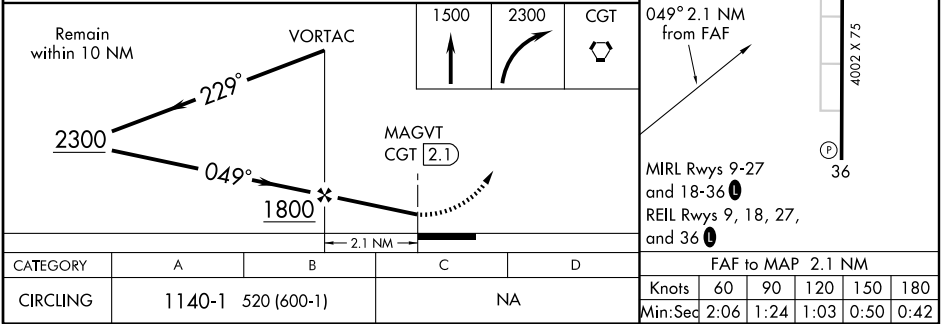
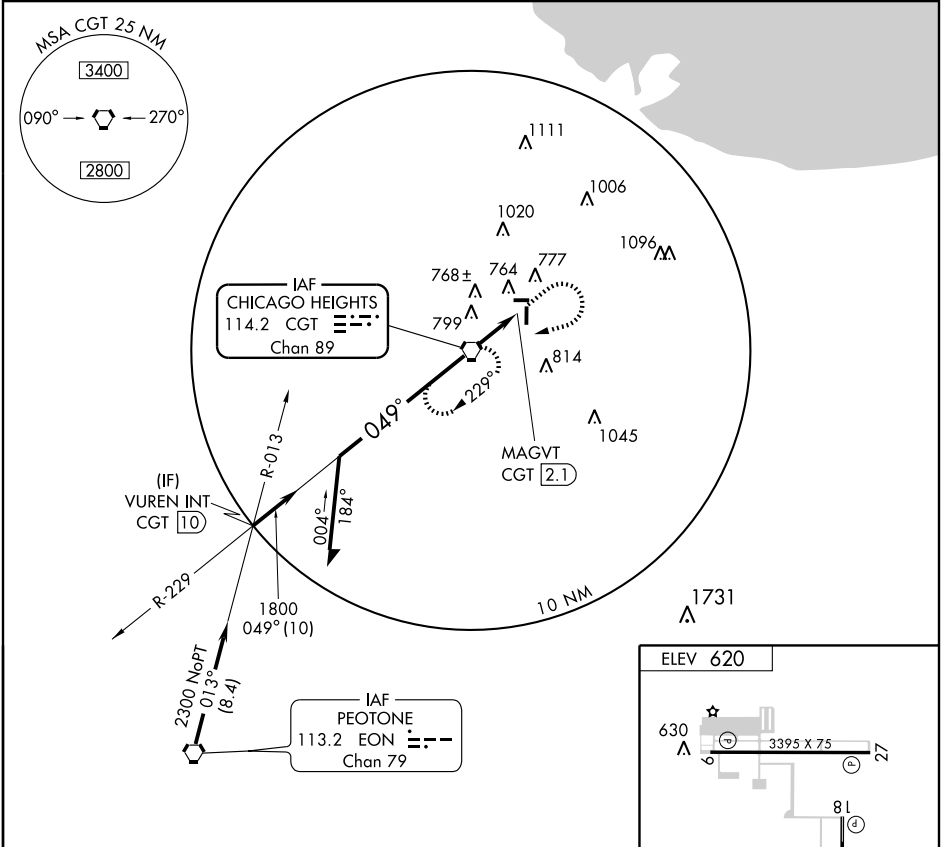


⚠

If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.

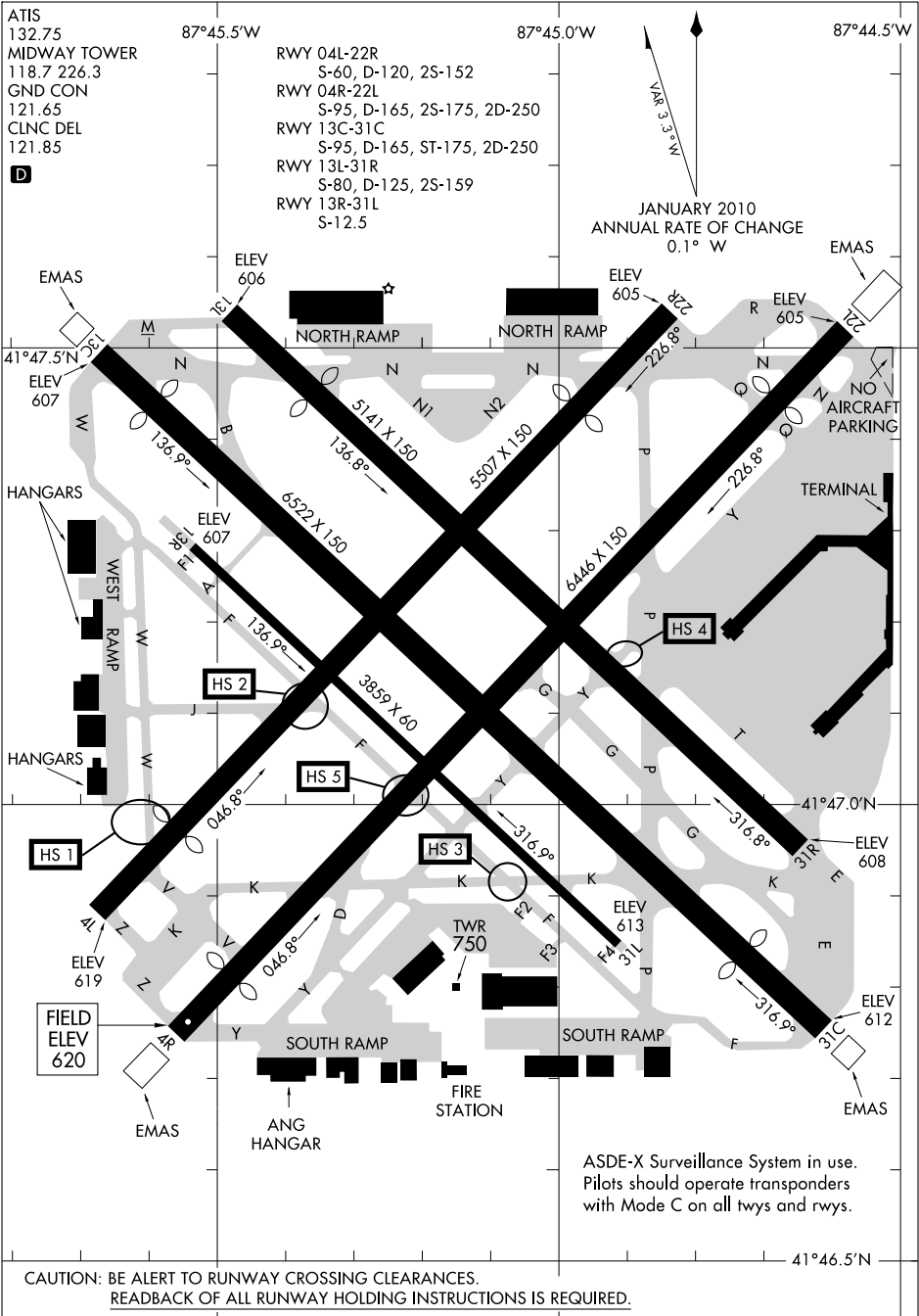
MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CGT VORTAC and hold.

AWOS-3 119.275	CHICAGO APP CON 118.4 285.6	UNICOM 122.7 (CTAF) 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CHICAGO

CHICAGO MIDWAY INTL (MDW) 9SW UTC-6(-5DT) N41°47.16' W87°45.15'
 620 B S4 FUEL 100LL, JET A1 + OX 2, 4 AOE ARFF Index—See Remarks
 NOTAM FILE MDW

CHICAGO
COPTER
 H-5E, L-28H, A
 IAP, AD

RWY 13C-31C: H6522X150 (CONC-GRVD) S-95, D-165, 2S-175, 2D-250 HIRL

RWY 13C: LDIN. PAPI (P4R)—GA 3.0° TCH 46'. Thld dsplcd 463'.
 Road.

RWY 31C: LDIN. REIL. VASI(V4L)—GA 3.0° TCH 44'. Thld dsplcd 696'. Road.

RWY 04R-22L: H6446X150 (CONC-ASPH-GRVD) S-95, D-165, 2S-175, 2D-250 HIRL

RWY 04R: REIL. PAPI(P4L)—GA 3.0° TCH 66'. Thld dsplcd 518'.
 Road.

RWY 22L: REIL. PAPI(P4R)—GA 3.0° TCH 43'. Thld dsplcd 634'.
 Road.

RWY 04L-22R: H5507X150 (ASPH-GRVD) S-60, D-120, 2S-152 MIRL

RWY 04L: VASI(V4R)—GA 3.75° TCH 55'. Thld dsplcd 758'. Road.

RWY 22R: PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 878'. Road.

RWY 13L-31R: H5141X150 (ASPH-GRVD) S-80, D-125, 2S-159 MIRL

RWY 13L: Thld dsplcd 752'. Road.

RWY 31R: PAPI(P4L)—GA 3.0° TCH 44'. Tree.

RWY 13R-31L: H3859X60 (CONC) S-12.5 MIRL

RWY 13R: Pole. **RWY 31L:** Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA-5507 TODA-5507 ASDA-5507 LDA-4749

RWY 04R: TORA-6446 TODA-6446 ASDA-6446 LDA-5928

RWY 13L: TORA-5141 TODA-5141 ASDA-5141 LDA-4389

RWY 13C: TORA-6522 TODA-6522 ASDA-6522 LDA-6059

RWY 22L: TORA-6446 TODA-6446 ASDA-6446 LDA-5812

RWY 22R: TORA-5507 TODA-5507 ASDA-5507 LDA-4629

RWY 31C: TORA-6522 TODA-6522 ASDA-6522 LDA-5826

RWY 31R: TORA-5141 TODA-5141 ASDA-5141 LDA-5141

ARRESTING GEAR/SYSTEM

RWY 04R: EMAS

RWY 13C: EMAS

RWY 22L: EMAS

RWY 31C: EMAS

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Arpt CLOSED to solo student training. Rwy 13R-31L; Rwy 13L-31R and Rwy 04L-22R not avbl for scheduled air carrier ops with more than 9 passenger seats or unscheduled air carrier ops at least 31 passenger seats. Class I, ARFF Index C. Class I ARFF Index C. ARFF Index D equipment avbl with 8 hrs notification to arpt ops 773-838-0677. Noise abatement procedures: all departures are requested to expedite climb through 1500' MSL 0400-1200Z† daily. ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all twys and rwys. Twy A and F clsd to acft over 79' wing span. Rwy 22L preferred departure rwy 0400-1300Z†. Rwy 31C VASI unusable byd 7.5° right of centerline. Ldg fee. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS 132.75 (773) 581-8094.

COMMUNICATIONS: D-ATIS 132.75 (773) 581-9967 UNICOM 122.95

Ⓡ APP/DEP CON 118.4 126.05

MIDWAY TOWER 118.7 GND CON 121.65 CLNC DEL 121.85 PRE TAXI CLNC 121.85

AIRSPACE: CLASS C svc continuous ctc MIDWAY RADAR 119.45 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60' W87°34.29' 332° 18.4 NM to fld. 634/2E.

ERMIN NDB (MHW/LOM) 332 HK N41°43.14' W87°50.18' 044° 5.5 NM to fld. NOTAM FILE MDW.

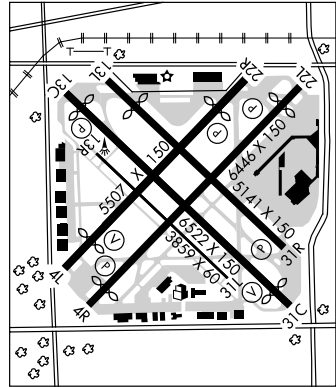
KEDZI NDB (MHW/LOM) 248 MX N41°44.49' W87°41.38' 315° 3.9 NM to fld. NOTAM FILE MDW.

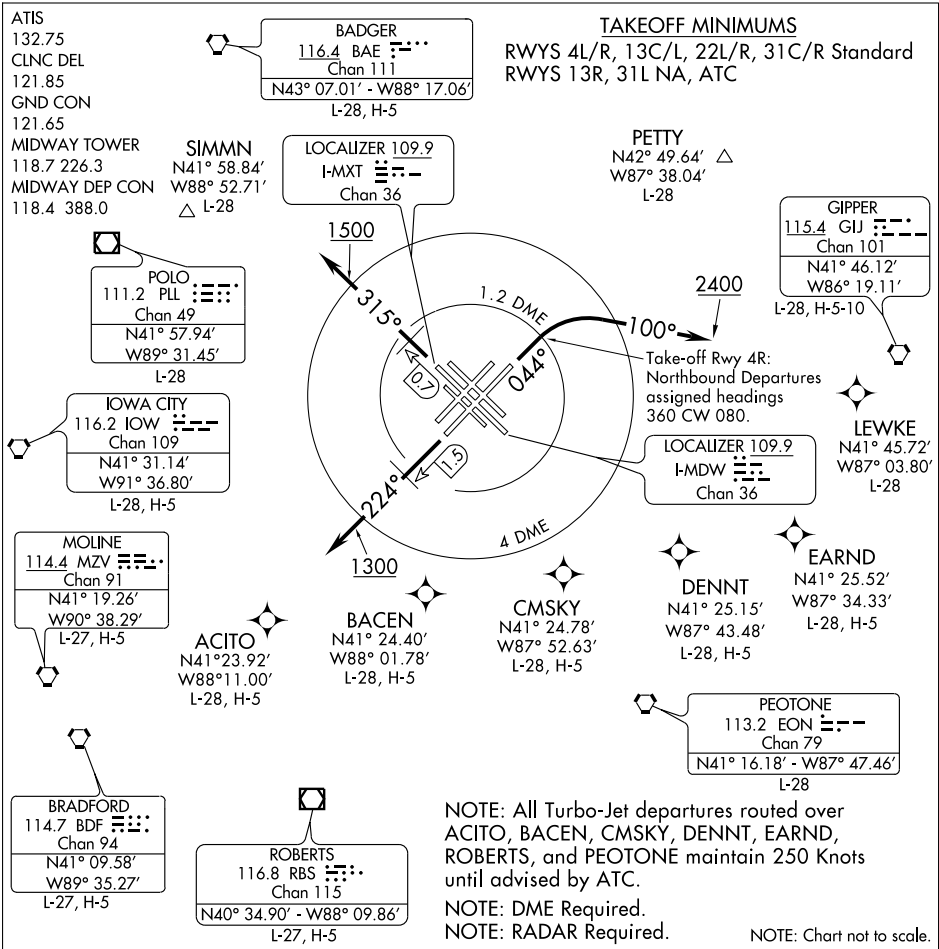
ILS/DME 109.9 I-MDW Chan 36 Rwy 13C. Class IE.

DME also serves Rwy 31C. DME unusable byd 25° left of course.

ILS 111.5 I-HKH Rwy 04R. Class IE. LOM ERMIN NDB.

ILS/DME 109.9 I-MXT Chan 36 Rwy 31C. Class IC. LOM KEDZI NDB. DME also serves Rwy 13C.





TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL.

NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

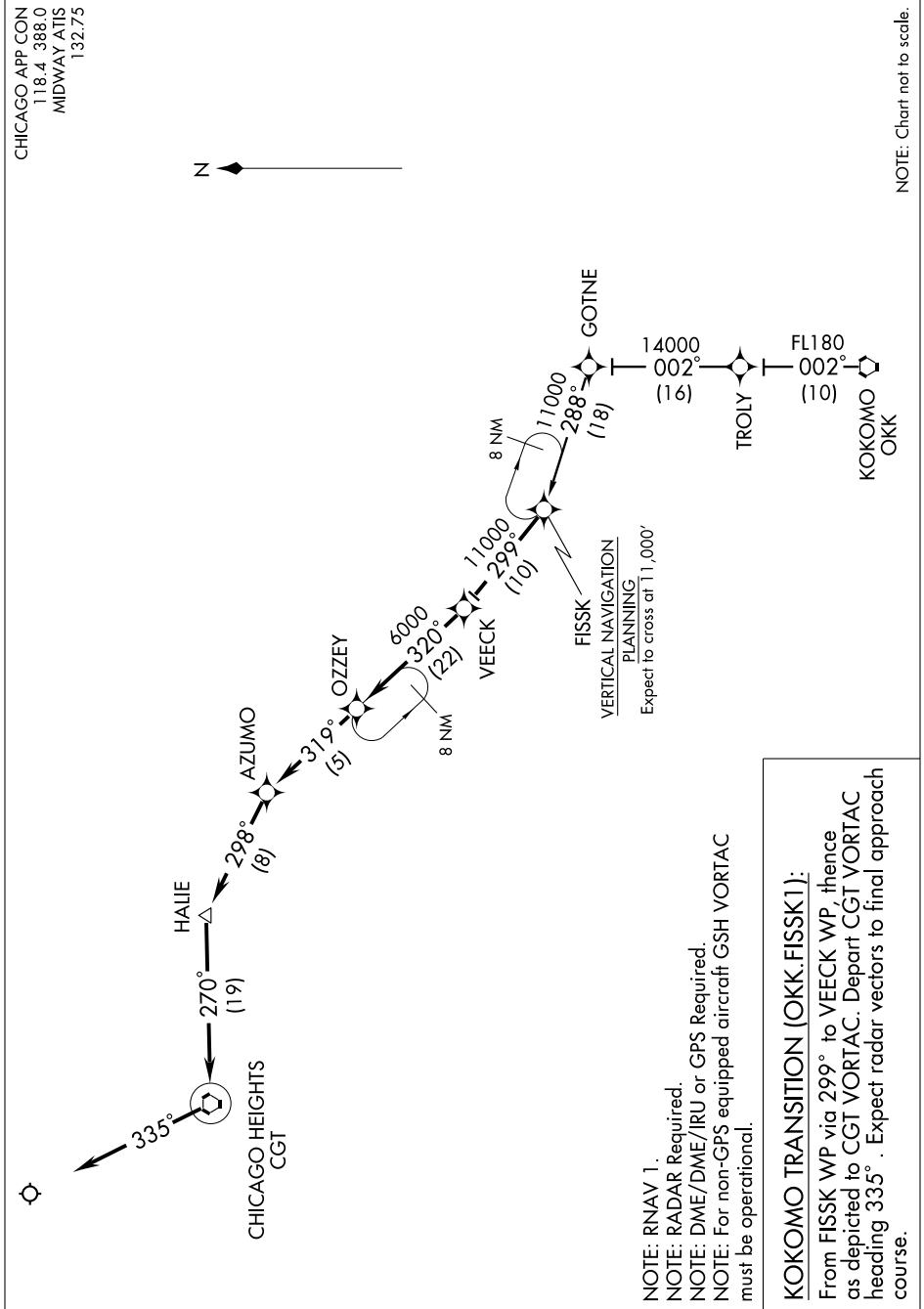
NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.

EC-3, 21 OCT 2010 to 18 NOV 2010

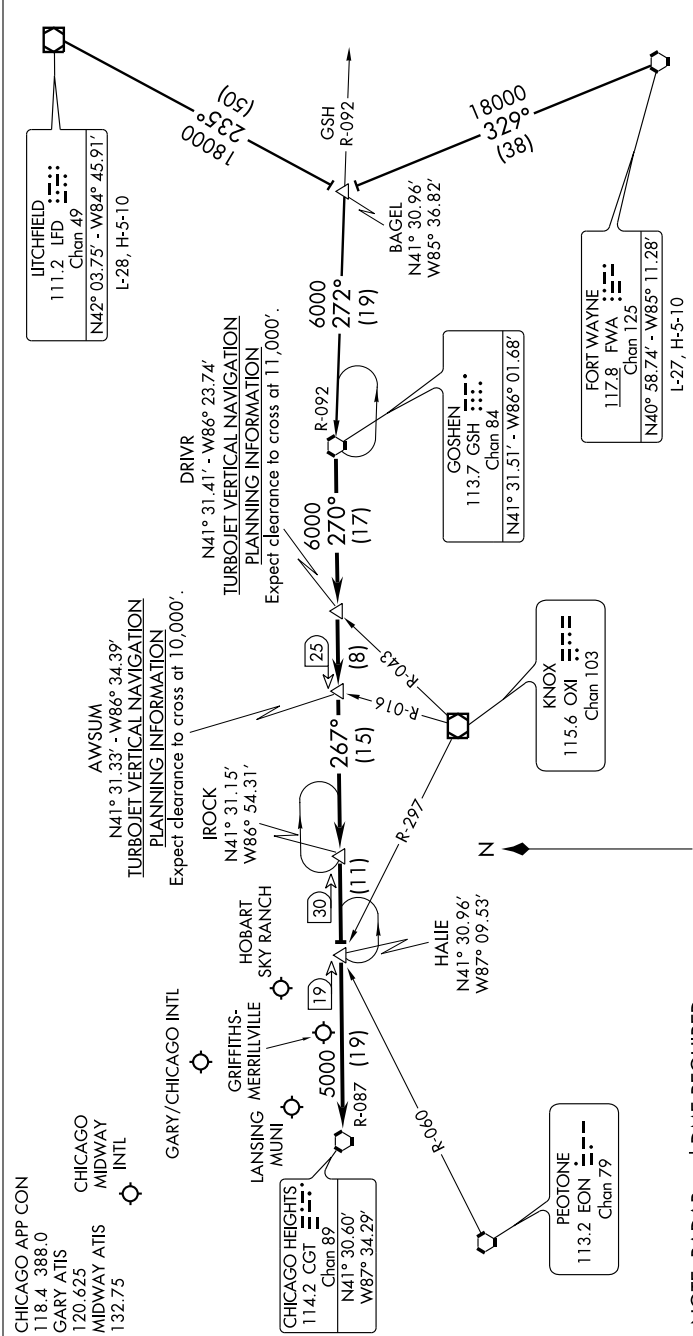
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-		
WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/		
WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN		
RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

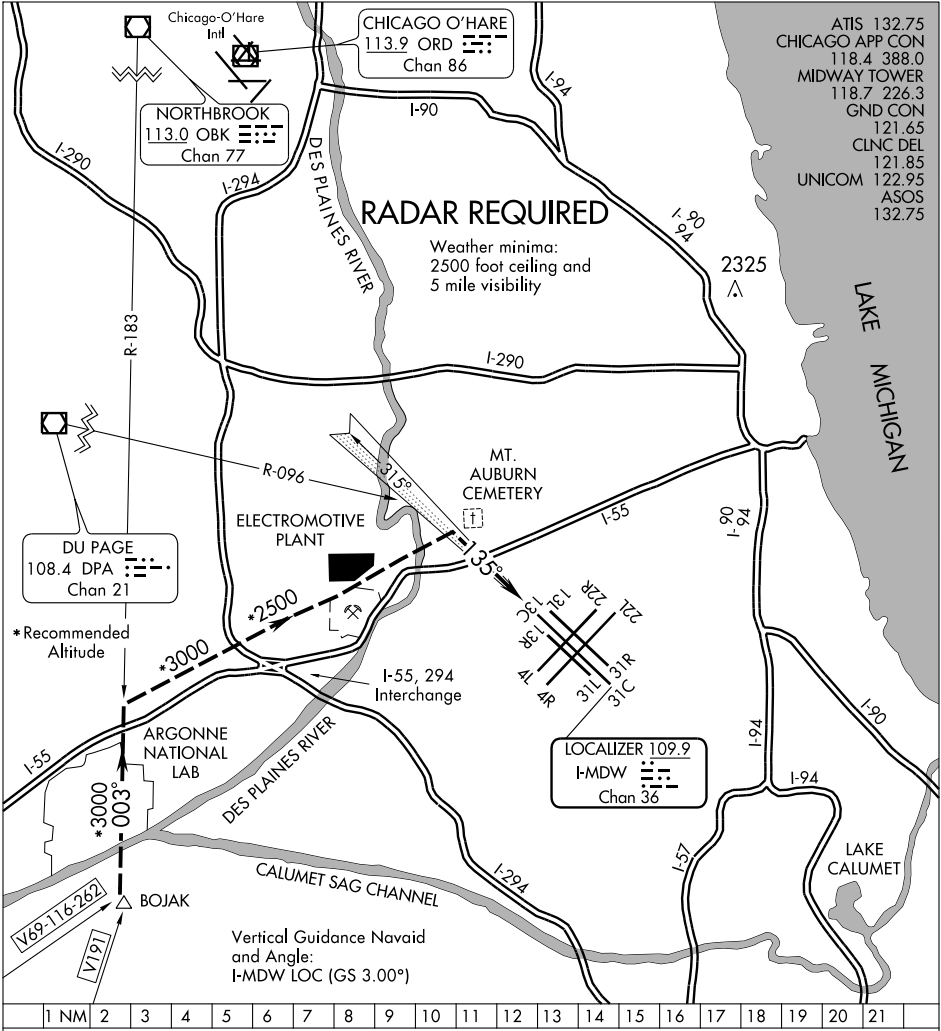
(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

I-55 VISUAL APPROACH RWY 13C

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



I-55 APPROACH (VISUAL) RWY 13C

Radar vectors will be provided to Bojak Int via V69-116-262 or V191. When cleared for the I-55 Visual Approach aircraft are to depart Bojak Int on a 003° heading until reaching Interstate 55. Aircraft will then parallel the northside of Interstate 55 until reaching Mt. Auburn Cemetery. Aircraft will proceed from Mt. Auburn via 135° heading/MDW Localizer (109.9) to Rwy 13C. All aircraft shall remain south of the DPA VOR/DME R-096 at all times.

I-55 VISUAL APPROACH RWY 13C

CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL (MDW)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CHICAGO, ILLINOIS

AL-81 (FAA)

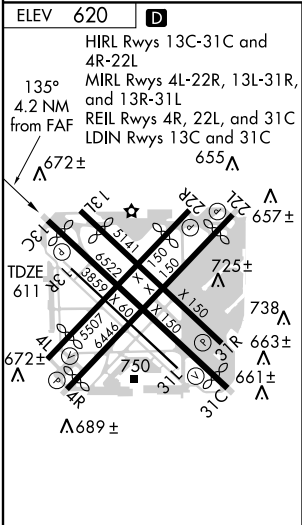
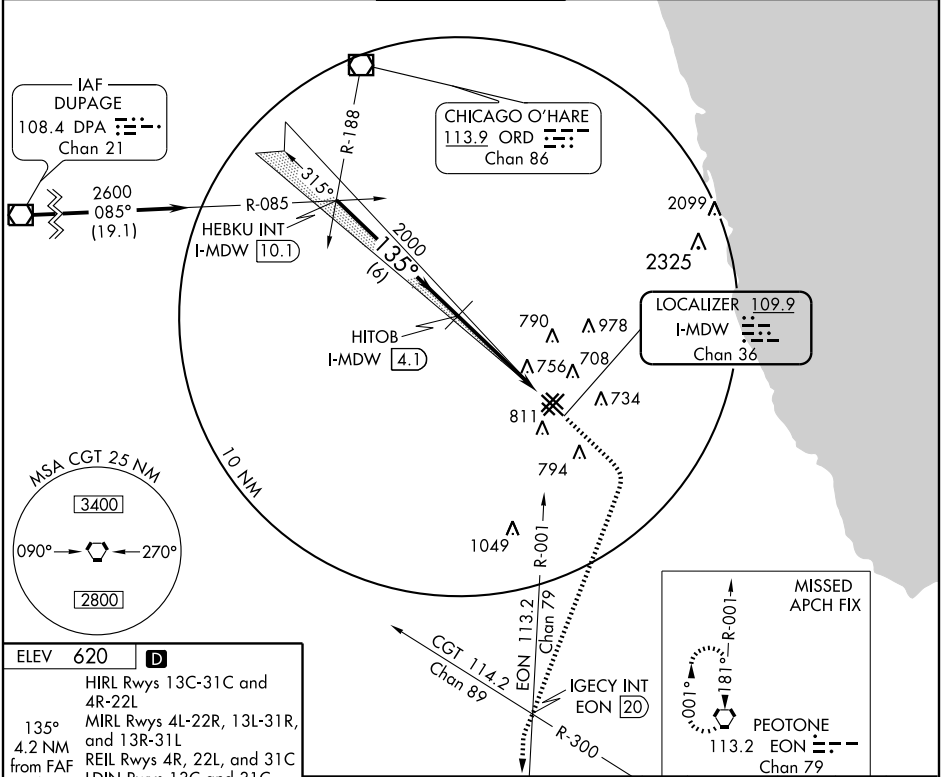
LOC/DME I-MDW	APP CRS	Rwy Idg	6059
109.9	135°	TDZE	611
Chan 36		Apt Elev	620

ILS or LOC/DME RWY 13C

CHICAGO MIDWAY INTL (MDW)

MISSED APPROACH: Climb to 1100, then climbing right turn to 2100 via heading 280° and EON VORTAC R-001 until crossing IGENCY Int, then climb to 2600 to EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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HEBKU INT I-MDW 10.1	Procedure Turn NA	1100	2100	IGECY INT	2600	EON 113.2
		HDG 280° EON R-001 113.2				
2600		135°		2000		I-MDW 0.1
GS 3.00° TCH 46						
6 NM		4.2 NM				
CATEGORY	A	B	C	D		
S-ILS 13C	861/50 250 (300-1)					
S-LOC 13C	1000/50 389 (400-1)					1000/60 389 (400-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)		1180-2 560 (600-2)	

CHICAGO, ILLINOIS
Orig-A 10266

CHICAGO MIDWAY INTL (MDW)
41° 47'N-87° 45'W ILS or LOC/DME RWY 13C

EC-3, 21 OCT 2010 to 18 NOV 2010

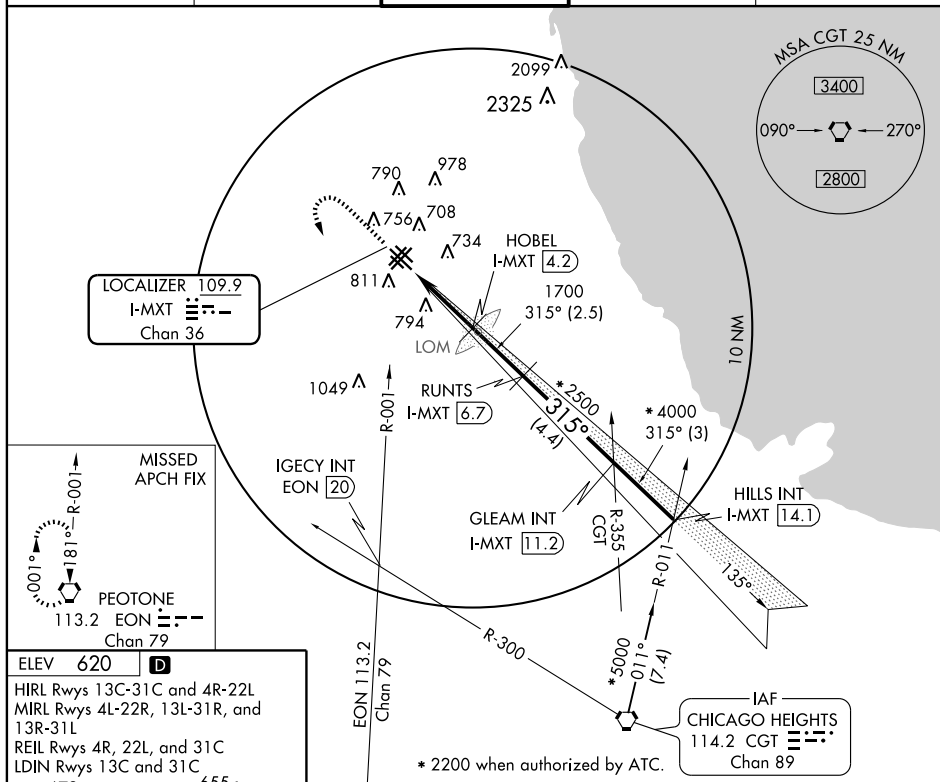
EC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 31C
CHICAGO MIDWAY INTL (MDW)



MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 via heading 150° and EON VORTAC R-001 until crossing IGECY Int, then climb to 2600 to EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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1100 ↑	2100 HDG 150° EON R-001 113.2	IGECY INT	2600 ↑	EON 113.2	Procedure Turn NA				HILLS INT I-MXT 14.1
<p>GS 3.00° TCH 48</p> <p>I-MXT 1</p> <p>VGS and ILS glidepath not coincident.</p> <p>1700</p> <p>315°</p> <p>*2500</p> <p>*4000</p> <p>*5000</p> <p>*2200 when authorized by ATC</p> <p>3.2 NM</p> <p>2.5 NM</p> <p>4.4 NM</p> <p>3 NM</p>									
CATEGORY	A		B		C		D		
S-ILS 31C	863/40				250 (300-¾)				
S-LOC 31C	1020/50 407 (400-1)		1020/60 407 (400-1¼)						
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)		1180-2 560 (600-2)				

LOC I-HKH	APP CRS	Rwy Idg	5928
111.5	044°	TDZE	619
		Apt Elev	620

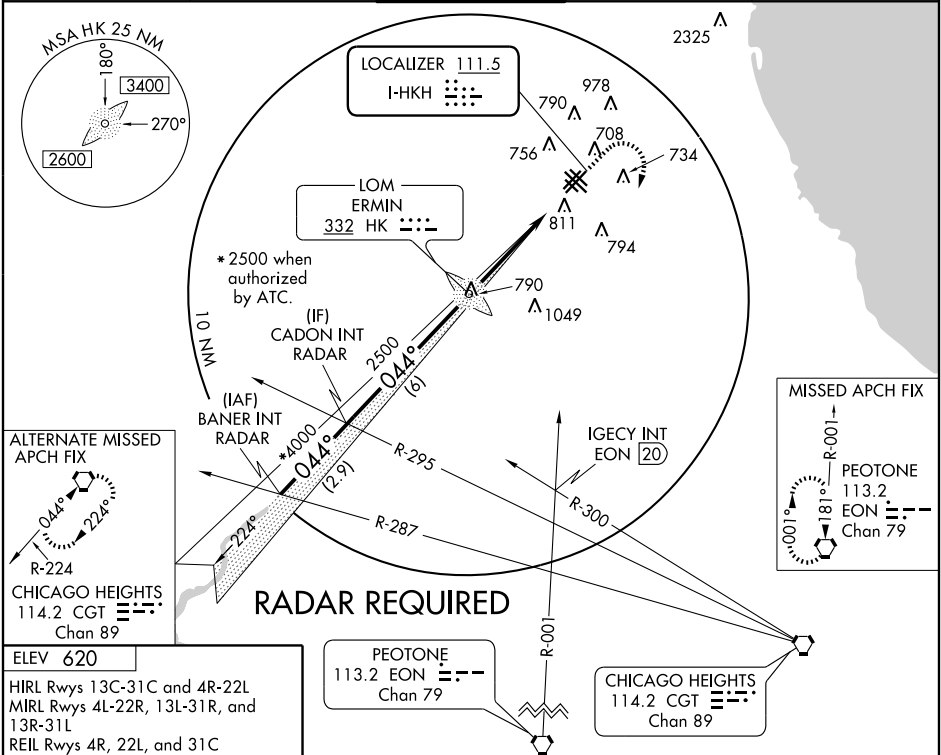
ILS or LOC RWY 4R

CHICAGO MIDWAY INTL (MDW)

▼ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 via EON VORTAC R-001 until crossing IGECY Int/EON 20 DME, then climb to 2600 to PEOTONE VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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ELEV 620

HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C

FAF to MAP 5.1 NM

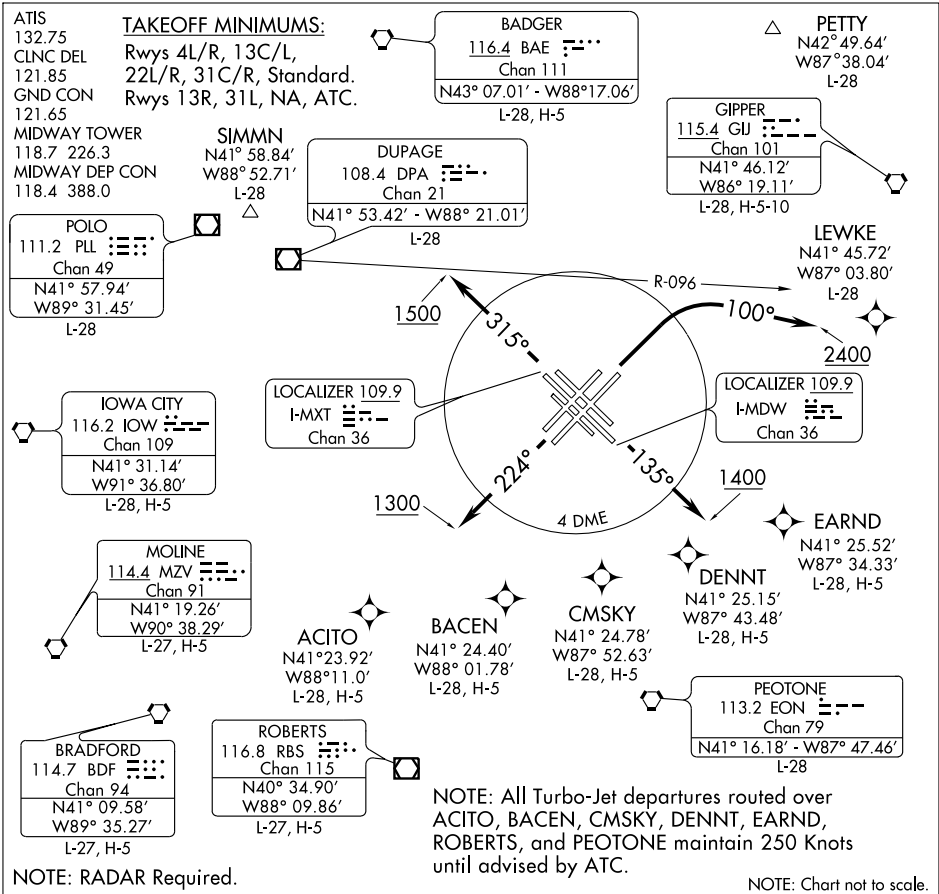
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	* 2500 when authorized by ATC.			
	BANER INT RADAR	CADON INT RADAR	LOM	IGECY INT EON 20
	*5000	*4000	2313	2600
	GS 3.00° TCH 50	2500	2100	EON
VGSI and ILS glidepath not coincident.				
2.9 NM 6 NM 5.1 NM				
S-ILS 4R	869/50		250 (300-1)	
S-LOC 4R	1120/50 501 (500-1)		1120-1½ 501 (500-1½)	
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½) 1180-2 560 (600-2)	

MIDWAY SEVEN DEPARTURE

SL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



ALL AIRCRAFT:

- TAKE-OFF RWYS 4L/R:** Northbound departures assigned headings 360° (CW) thru 080°, climbing right turn to 2400 heading 100° before proceeding on course, thence. . .
- TAKE-OFF RWY 13C:** Climb heading 135° to 1400 before turning, thence. . .
- TAKE-OFF RWY 13L:** Climb heading 135° to 1400 before turning, thence. . .
- TAKE-OFF RWY 22L:** Climb heading 224° to 1300 before turning, thence. . .
- TAKE-OFF RWY 22R:** Climb heading 224° to 1300 before turning, thence. . .
- TAKE-OFF RWY 31C:** Climb heading 315° to 1500 before turning, thence. . .
- TAKE-OFF RWY 31R:** Climb heading 315° to 1500 before turning, thence. . .

DME EQUIPPED AIRCRAFT: Complete initially assigned turn within 4 DME of Midway. Maintain 3000 feet or assigned lower altitude, thence. . .

NON-DME EQUIPPED AIRCRAFT: Complete initially assigned turn south of DPA R-096, maintain 3000 feet or assigned lower altitude, thence. . .

....expect radar vectors to first enroute fix. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

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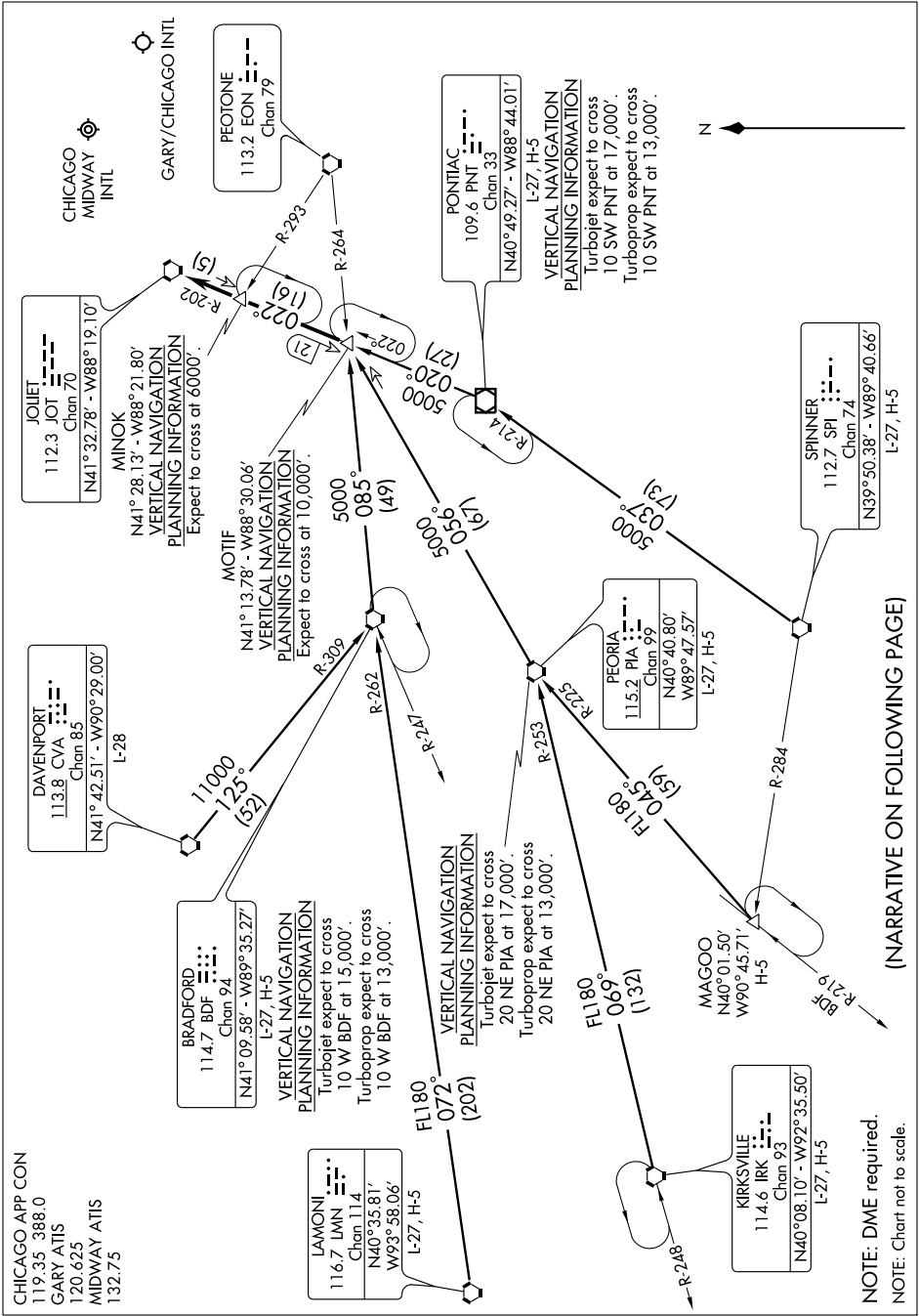
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NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.

EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

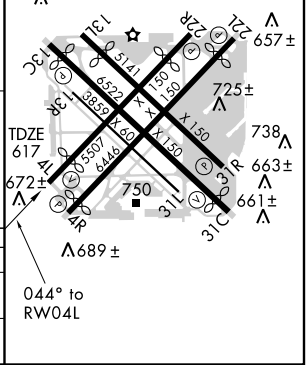
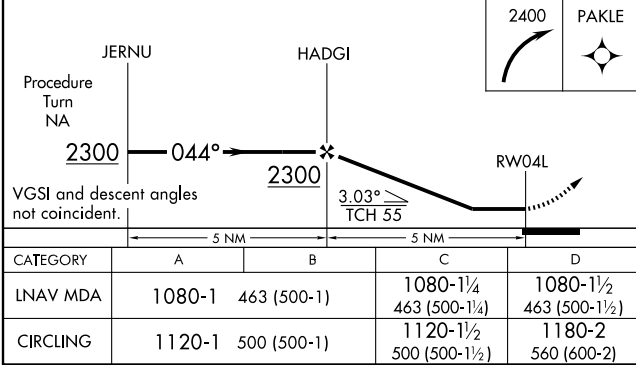
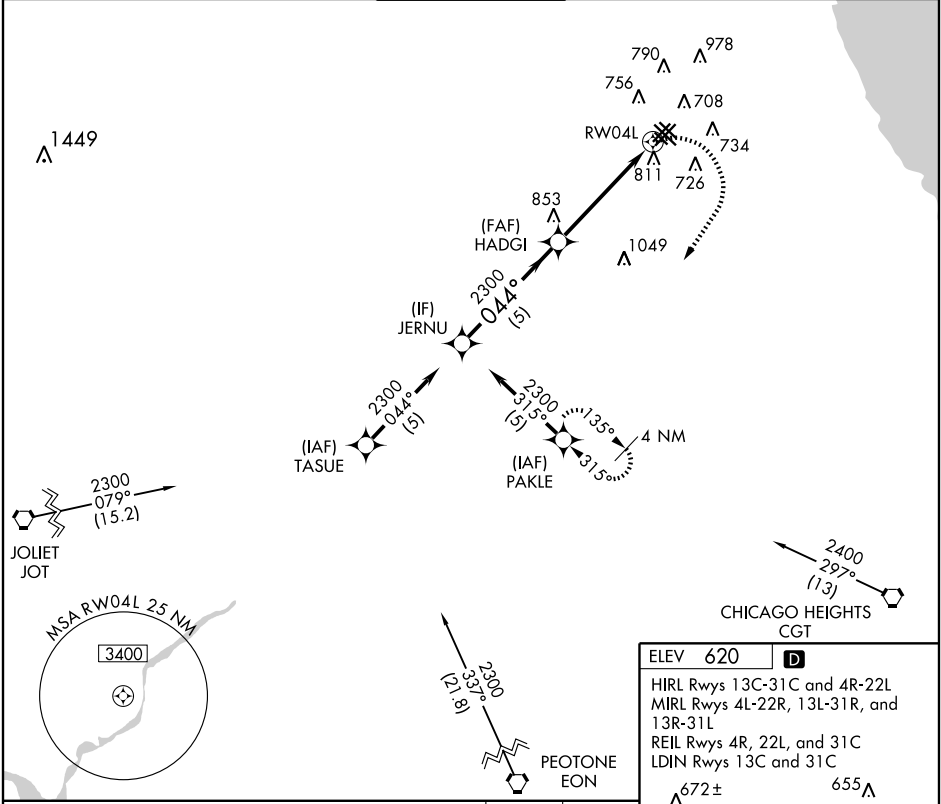
. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

APP CRS	Rwy Idg	4751
044°	TDZE	617
	Apt Elev	620

RNAV (GPS) RWY 4L
CHICAGO MIDWAY INTL (MDW)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA Straight-in Minimums NA at night.	MISSED APPROACH: Climbing right turn to 2400 direct PAKLE WP and hold.
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ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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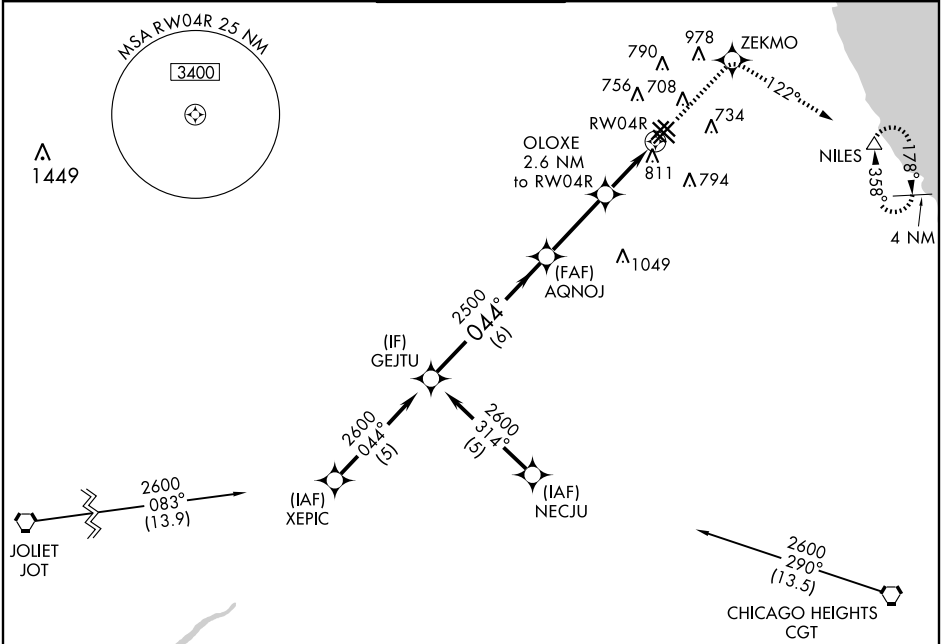
WAAS CH 65614 W04A	APP CRS 044°	Rwy Idg TDZE 619 Apt Elev 620
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RNAV (GPS) RWY 4R
CHICAGO MIDWAY INTL (MDW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct ZEKMO and via 122° track to NILES and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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Procedure Turn NA

GEJTU

2600

044°

AGNOJ

OLOXE 2.6 NM to RW04R

RW04R

*LNAV only.

GS 3.00° TCH 50

VGSI and RNAV glidepath not coincident.

6 NM, 3.1 NM, 2.6 NM

CATEGORY	A	B	C	D
LPV DA	980/60		361 (400-1¼)	
LNAV/VNAV DA	1080-1½		461 (500-1½)	
LNAV MDA	1080/50 461 (500-1)		1080/60 461 (500-1¼)	1080-1½ 461 (500-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

ELEV 620 **D**

HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C

672±, 655, 657±, 725±, 738, 663±, 661±, 750, 511, 689±, 672±, 655, 657±, 725±, 738, 663±, 661±, 750, 511, 689±

TDZE 619

044° to RW04R

EC-3, 21 OCT 2010 to 18 NOV 2010

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AL-81 (FAA)

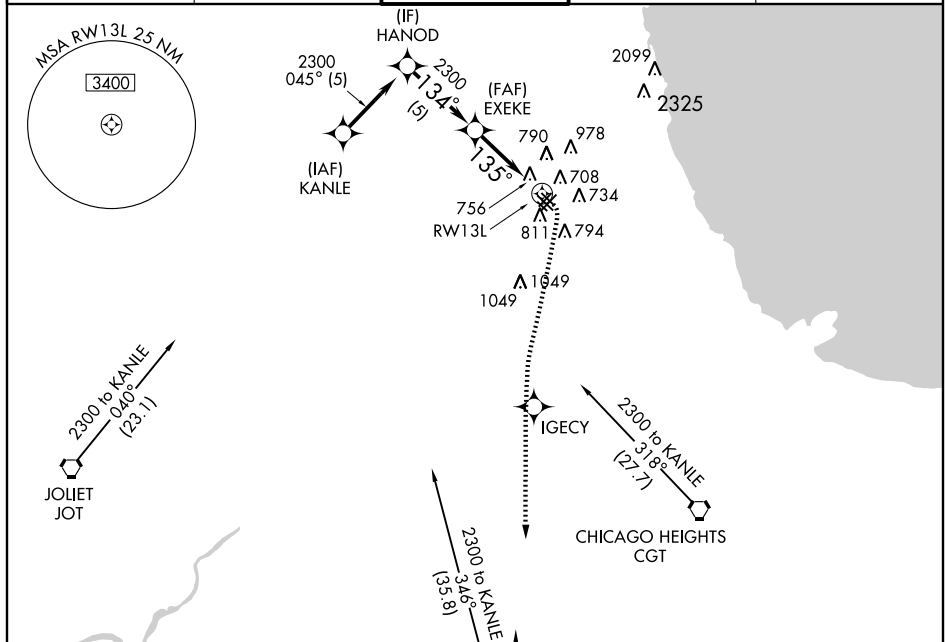
APP CRS 135°	Rwy Idg TDZE Apt Elev	4389 609 620
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RNAV (GPS) RWY 13L

CHICAGO MIDWAY INTL (MDW)

<p>T</p> <p>A NA</p>	<p>GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA Straight-in Minimums NA at night.</p>	<p>MISSED APPROACH: Climbing right turn to 2100 direct IGECY WP then climbing left turn to 2600 direct EON VORTAC and hold.</p>
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ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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The figure illustrates a flight plan with a turn. The profile view shows a turn from a 134° heading to a 135° heading, with a 3.05° turn angle and a 55° turn radius. The plan view shows the turn from a 134° heading to a 135° heading, with a 5 NM turn radius and a 5.1 NM turn radius. The table below provides the flight plan data.

CATEGORY	A	B	C	D
LNAV MDA	1020-1 411 (400-1)	1020-1¼ 411 (400-1¼)		
CIRCLING	1120-1 500 (500-1)	1120-1½ 500 (500-1½)	1180-2 560 (600-2)	

CHICAGO, ILLINOIS
Orig 10266

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW)
RNAV (GPS) RWY 13L

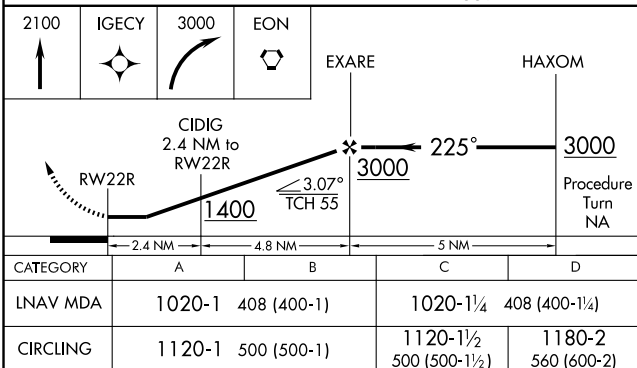
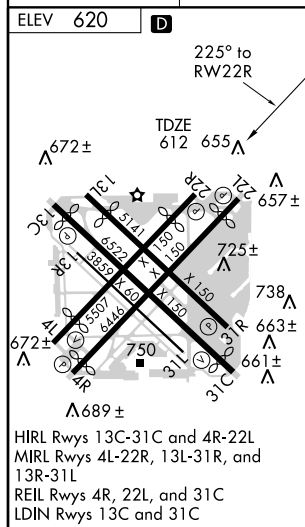
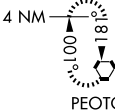
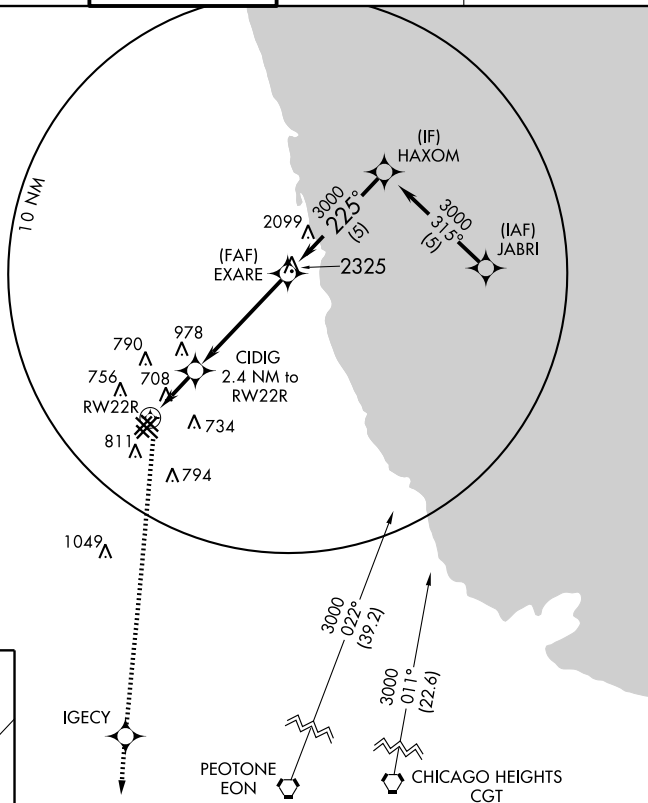
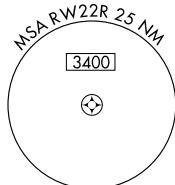
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3. 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22R
CHICAGO MIDWAY INTL (MDW)


MISSED APPROACH: Climb to 2100 direct IGECY WP then climbing right turn to 3000 direct EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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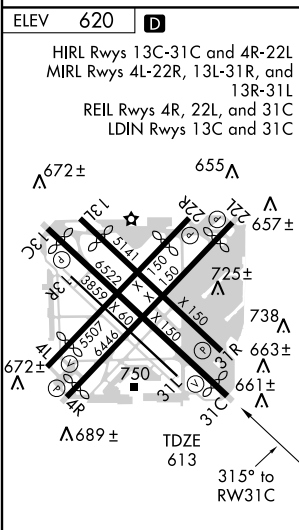
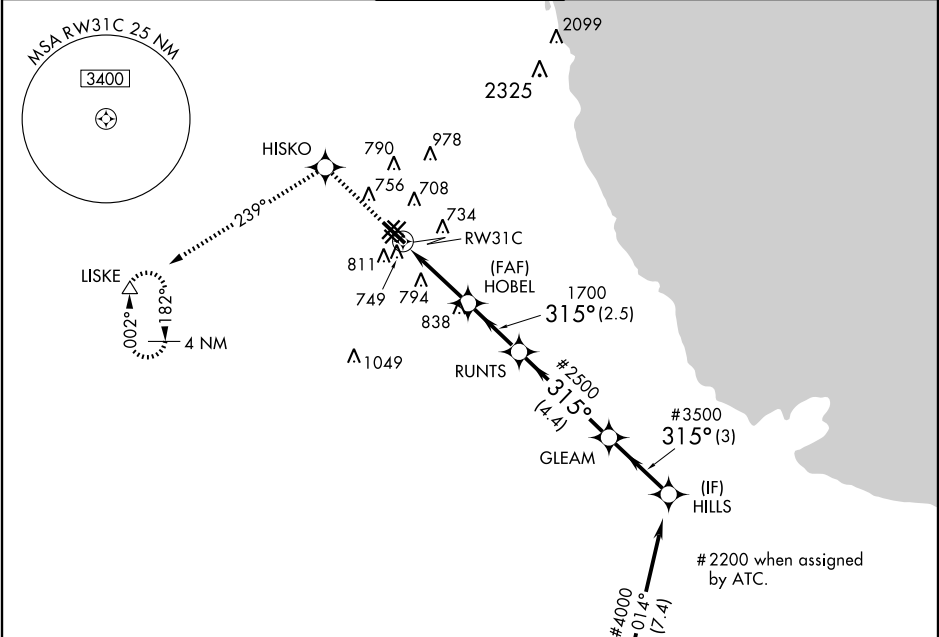



WAAS CH 50512 W31A	APP CRS 315°	Rwy Idg TDZE 613 Apt Elev 620	5826
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RNAV (GPS) RWY 31C
CHICAGO MIDWAY INTL (MDW)

 Circling to Rwy 4L, 13L-31R, 13R-31L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 2500 direct HSKO and via 239° track to LISKE and hold.
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ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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ELEV 620		Procedure NA for arrivals at CGT VORTAC via V7-92-97-422 Southbound.	(IAF) CHICAGO HEIGHTS CGT
2500	HSKO	TRK 239°	LISKE
VGS and RNAV glidepath not coincident.			
*LNAV only.			
RW31C			
HOBEL			
RUNTS			
GLEAM			
HILLS			
#4000			
#3500			
#2500			
#1700			
#2200 when assigned by ATC.			
GS 3.00° TCH 48			
CATEGORY	A	B	C
LPV DA	886/50 273 (300-1)		
LNAV/VNAV DA	1049-1½ 436 (500-1½)		
LNAV MDA	1080/50 467 (500-1)	1080/60 467 (500-1¼)	1080-1½ 467 (500-1½)
CIRCLING	1120-1 500 (500-1)	1120-1½ 500 (500-1½)	1180-2 560 (600-2)

APP CRS	Rwy Idg	5142
315°	TDZE	609
	Apt Elev	620

RNAV (GPS) RWY 31R

CHICAGO MIDWAY INTL (MDW)

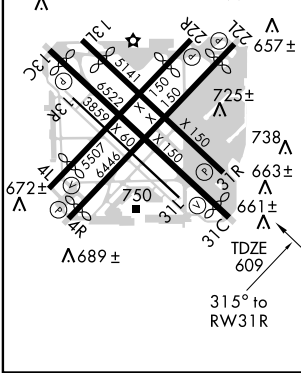
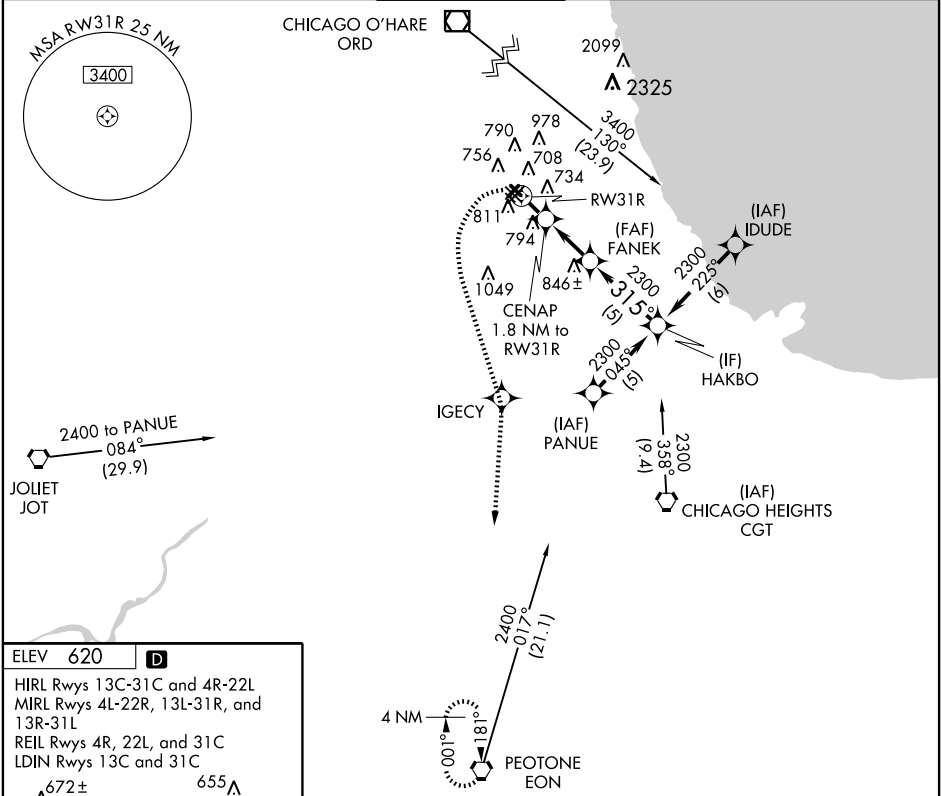
▼

NA

DME/DME RNP-0.3 NA.
Straight-in Minimums NA at night.

MISSED APPROACH: Climbing left turn to 2300 direct
IGECY WP then climbing right turn to 2600 direct
EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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2300	IGECY	2600	EON	VGSi and descent angles not coincident.	
				FANKE	HAKBO
				CENAP 1.8 NM to RW31R	
				RW31R	
				315°	
				2300	
				Procedure Turn NA	
				1.8 NM 3.3 NM 5 NM	
CATEGORY	A		B	C	D
LNAV MDA	1060-1 451 (500-1)		1060-1¼ 451 (500-1¼)	1060-1½ 451 (500-1½)	1060-1½ 451 (500-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)	1180-2 560 (600-2)

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APP CRS	Rwy Idg	6059
135°	TDZE	611
	Apt Elev	620

RNAV (GPS) Z RWY 13C
CHICAGO MIDWAY INTL (MDW)

DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 4L, 13L-31R, 13R-31L.
When VGSI inoperative, procedure NA at night.
Baro-VNAV NA below -16°C (4°F).

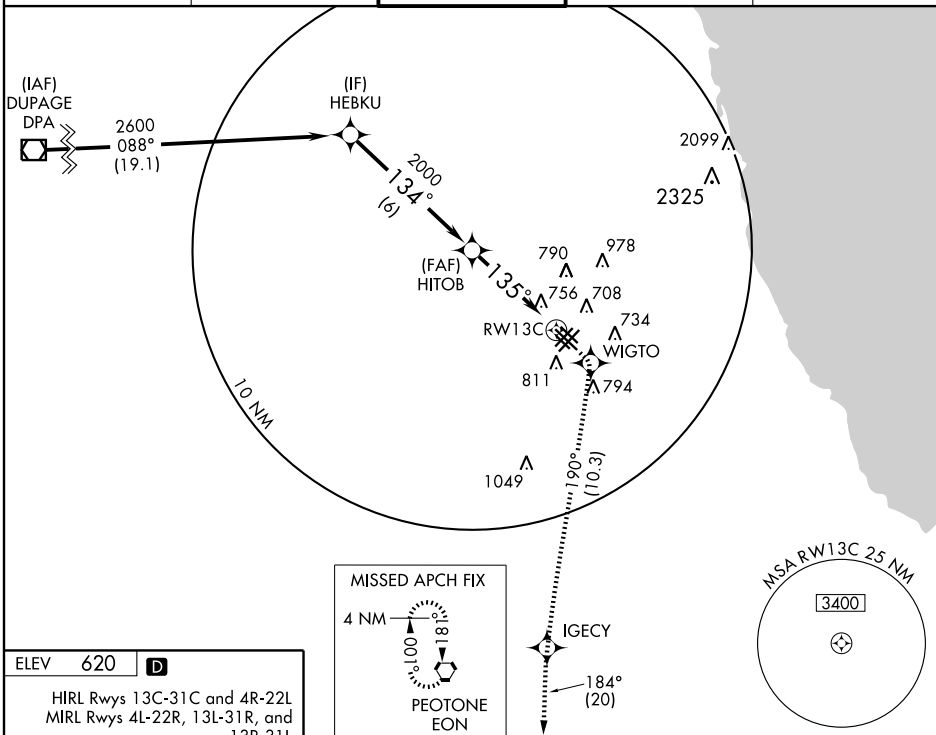
MISSED APPROACH: Climb to 2100 direct WIGTO and via 190° track to IGECY, then climb to 2600 via 184° track to EON VORTAC and hold.

ATIS
132.75

CHICAGO APP CON
118.4 388.0

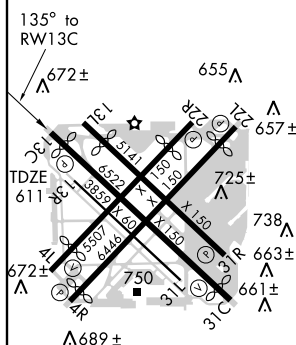
MIDWAY TOWER
118.7 226.3

GND CON
121.65

CLNC DEL
121.85

ELEV	620	D
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HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C



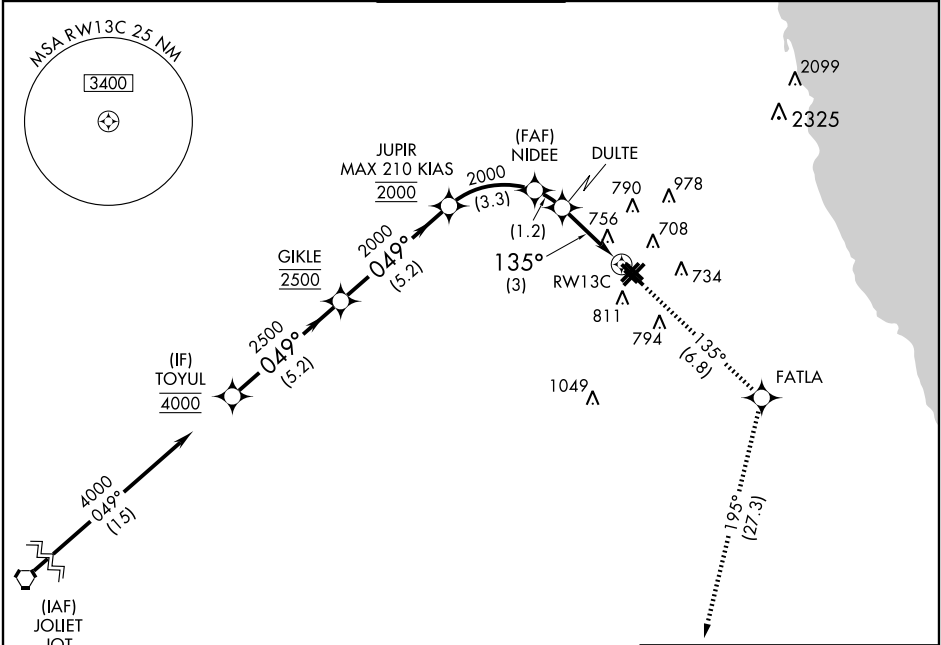
HEBKU <u>2600</u> Procedure Turn NA GS 3.00° TCH 46		2100 		WIGTO 		TRK 190° 		IGECY 		2600 		TRK 184° 		EON 	
		HITOB 													
		134°				135°									
		2000													
		6 NM				4.2 NM									
CATEGORY		A		B		C		D							
LPV DA		NA		NA		NA		NA							
LNAV/ VNAV		1040-1½		429 (500-1½)											
LNAV MDA		1020/50		409 (400-1)		1020/60		409 (400-1¼)							
CIRCLING		1120-1½		500 (500-1½)								1180-2		560 (600-2)	

RNAV (RNP) Y RWY 13C
CHICAGO MIDWAY INTL (MDW)

APP CRS	Rwy Idg	6059
135°	TDZE	611
	Apt Elev	620

<p>T RF, GPS, and RADAR REQUIRED. For uncompensated Baro-VNAV systems, procedure NA below -15° C (5° F) or above 47° C (116° F). When VGS1 inop, procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2600 via 135° track to FATLA and 195° track to EON VORTAC and hold.</p>
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ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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Procedure NA for arrivals at JOT VORTAC via V8 Westbound.

MISSED APCH FIX

4 NM

PEOTONE EON

TOYUL	GIKLE	JUPIR	NIDEE	DULTE	FATLA	EON
4000	2500	2000	2000	1617	2600	2600
Procedure Turn NA		MAX 210 KIAS			TRK 135°	TRK 195°
GP 3.00°						
TCH 46						
5.2 NM	5.2 NM	3.3 NM	1.2 NM	3 NM		
CATEGORY	A	B	C	D		
RNP 0.30 DA		1065-1½	454 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL Rws 13C-31C and 4R-22L

MIRL Rws 4L-22R, 13L-31R, and 13R-31L

REIL Rws 4R, 22L, and 31C

LDIN Rws 13C and 31C

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AL-81 (FAA)

VORTAC CGT 114.2 Chan 89	APP CRS 235°	Rwy Idg 5812 TDZE 610 Apt Elev 620
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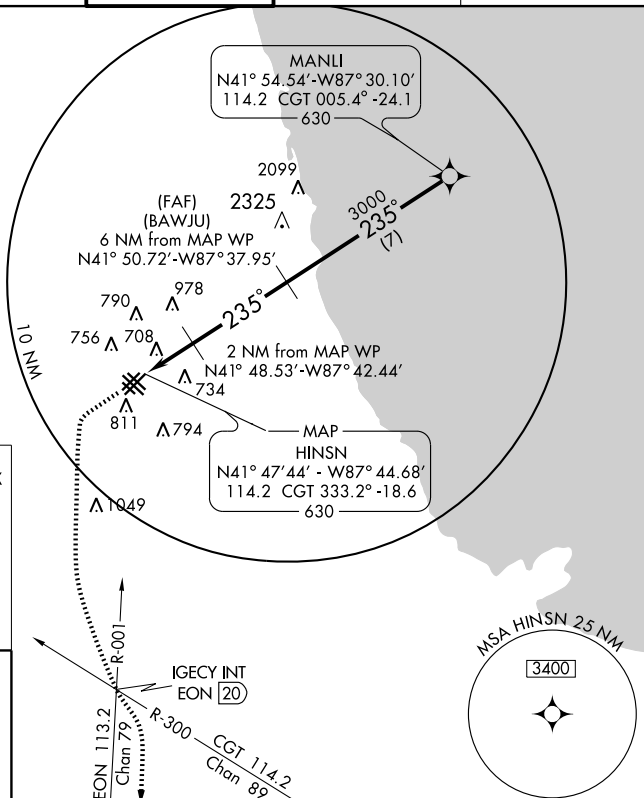
VOR/DME RNAV or GPS RWY 22L
CHICAGO MIDWAY INTL (MDW)



RADAR REQUIRED

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 via EON VORTAC R-001 until crossing IGEY Int, then climb to 2600 to EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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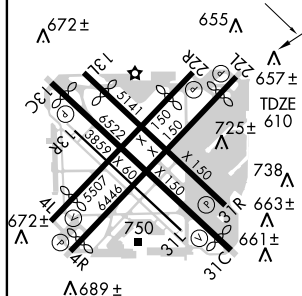


ELEV 620



HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and
13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C

MAP WP



CATEGORY	A	B	C	D
S-22L	1300-1 690 (700-1)		1300-2 690 (700-2)	1300-2¼ 690 (700-2¼)
CIRCLING	1300-1 680 (700-1)		1300-2 680 (700-2)	1300-2¼ 680 (700-2¼)

CHICAGO, ILLINOIS
Amdt 3B 10266

41° 47'N-87° 45'W

CHICAGO MIDWAY INTL (MDW)

VOR/DME RNAV or GPS RWY 22L

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D

ASDE-X Surveillance System in use.
Pilots should operate transponders
with Mode C on all twys and rwys.

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JANUARY 2010
ANNUAL RATE OF CHANGE

CAUTION BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

CHICAGO, ILLINOIS
CHICAGO-O'HARE INTL (ORD)

CHICAGO O'HARE INTL (ORD) 14 NW UTC-6(-5DT) N41°58.90' W87°54.40'

CHICAGO

672 B S4 FUEL 100LL, JET A1 OX 1, 2, 3, LRA Class I, ARFF Index E NOTAM FILE ORD **CHICAGO COPTER**
RWY 10-28: H13001X150 (ASPH-CONC-GRVD) S-100, D-185, H-5E, L-28H, A
2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL IAP, AD

RWY 10: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74'. Pole.
0.3% down.
RWY 28: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 79'. Sign.
RWY 14L-32R: H10005X150 (ASPH-GRVD) S-100, D-185,
2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL
RWY 14L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Thld dsplcd 1998'.
RWY 32R: MALSR. TDZL. Pole.
RWY 14R-32L: H9685X200 (ASPH-CONC-GRVD) S-100, D-185,
2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL
RWY 14R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69'. Trees.
RWY 04R-22L: H8075X150 (ASPH-GRVD) S-100, D-200, 2S-175,
2D-350 PCN 108 R/C/W/U HIRL CL
RWY 04R: MALSR. TDZL. 0.3% down.
RWY 22L: MALSR. TDZL. Antenna.
RWY 09R-27L: H7967X150 (ASPH-CONC-GRVD) S-100, D-210,
2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL
RWY 09R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 74'.
RWY 27L: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72'. Antenna.
RWY 04L-22R: H7500X150 (ASPH-GRVD) S-100, D-185, 2S-175,
2D-350 PCN 108 R/C/W/U HIRL CL
RWY 22R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 69'.
RWY 09L-27R: H7500X150 (CONC-GRVD) S-75, D-210, 2D-500, 2D/D1-633, 2D/2D2-913 HIRL CL
RWY 09L: ALSF2. TDZL. Antenna. **RWY 27R:** ALSF2. TDZL. Antenna.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09R	14L-32R	6100
RWY 10	Twy S	12156
RWY 22R	09R-27L	6050
RWY 27L	04L-22R	5700

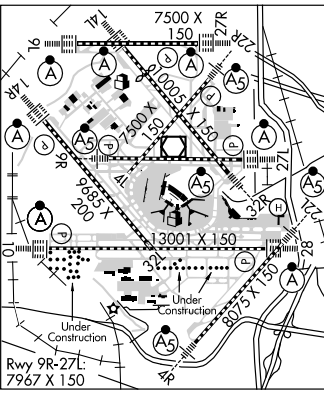
RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 04R:	TORA-8075	TODA-8075	ASDA-8075	LDA-8075
RWY 09L:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 09R:	TORA-7967	TODA-7967	ASDA-7967	LDA-7967
RWY 10:	TORA-13000	TODA-13000	ASDA-13000	LDA-12246
RWY 14L:	TORA-10005	TODA-10005	ASDA-10005	LDA-8007
RWY 14R:	TORA-9685	TODA-9685	ASDA-9662	LDA-8650
RWY 22L:	TORA-8075	TODA-8075	ASDA-8075	LDA-8075
RWY 22R:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 27L:	TORA-7967	TODA-7967	ASDA-7967	LDA-7967
RWY 27R:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 32L:	TORA-9685	TODA-9685	ASDA-9685	
RWY 32R:	TORA-10005	TODA-10005	ASDA-10005	LDA-10005

ARRESTING GEAR/SYSTEM

RWY 04R: EMAS
RWY 22L: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93. Attended continuously. Rwy 32L CLOSED to arrivals. Birds on and in/ov arpt. Pyrotechnics and bird cannons in use for bird control. General aviation ramp and FBO located at the north east ramp vicinity of Rwy 27L approach. PAEW near various twys. Twr is authorized to conduct arrivals to Rwy 14L and Rwy 14R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous converging instrument approaches to Rwy 14R and Rwy 22R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous opposite direction departures on Rwy 09R and Rwy 28 during IFR weather conditions. ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Magnetic deviation possible immediately W of Twy M7 and Rwy 22L apch on Twy M. Taxi Into Position and Hold Waiver in effect after dark at the following intersections, Rwy 32L at Twy T-10, Rwy 28 at Twy ZW and Twy ZV, Rwy 14L at Twy U2 and Twy V, Rwy 32R at Twy V and Rwy 10 at



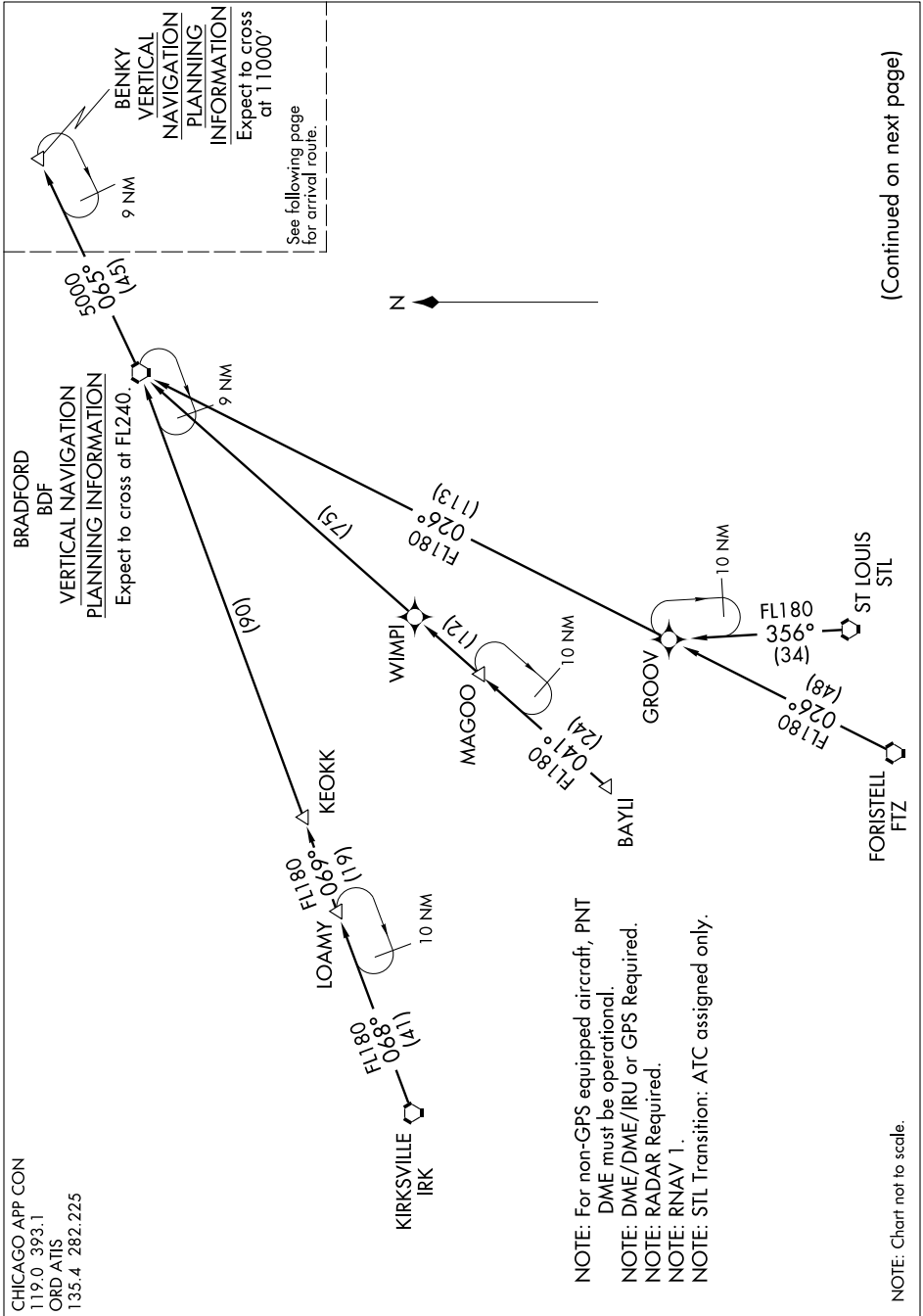
CONTINUED ON NEXT PAGE

Twy ZH. These rwy's will be used for departures only when exercising the provisions of this waiver. Rwy 04L and Rwy 22R touchdown and rollout rwy visual range avbl. Rwy 04R, Rwy 10, Rwy 28, Rwy 22L, Rwy 09L, Rwy 27R, Rwy 09R, Rwy 27L, Rwy 14L, Rwy 32R, Rwy 32L and Rwy 14R touchdown, midfield and rollout rwy visual range avbl. Be Alert: The northeast/southwest portion of Twy Y is not visible from Center twr. Be Alert: Twy K-1 outbound or eastbound only, Twy K-2 inbound or westbound only and Twy S5 northbound only exiting rwy. Twy V westbound only between Twy WT and KK; Twy LL northbound only between Rwy 14L-32R and Twy MM. Be Alert: B747-400's, B777-300's or A340-600's cannot pass on Twys A and B insufficient wingtip clearance. Twy V rstd to acft less than 117' wingspan or wheelbase less than 30' (design group 4-5-6) between Twy KK and Twy LL. All part 91 and unscheduled Part 125, 133 and 135 charter operators ctc Signature Flight Support at 773-686-7000 regarding new security regulations prior to dep. Arpt ngt time noise abatement procedures are in effect from 0400 to 1300Z; ctc arpt manager 773-686-2255. Rwy 14R-32L possible low level turbulence on AER 14R. Primary run-up location ground run-up enclosure; secondary run-up locations avbl upon req contact city ops 773-686-2255. During periods of cold weather; the apch end of Rwy 32R may not be visible from the ATCT due to steam plume from arpt heating plant. Be Alert: Of duplicate alpha-numeric tyw designators and terminal gate designations involving the letters G, H, K, L and M. Acft with wingspan greater than 214'; require 48 hrs PPR-call 773-686-2255. Periodic fire department training at N sector of arpt. Fee req. Deicing fluid not avbl to transient acft. Rotating bcn OTS indef. Yankee Echo gate is manned 24 hours a day. Yankee Tango gate is manned 24 hours a day. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices-Intersection Departures During Periods of Darkness. Intersecting Runway Operations, and Simultaneous Opposite Direction Operations. Intersecting Runway Operations. Simultaneous ILS Approaches with One Glide Slope Out of Service. Continuous Power Facilities.

HELIPORT REMARKS: H1 apch departure paths are E and W.

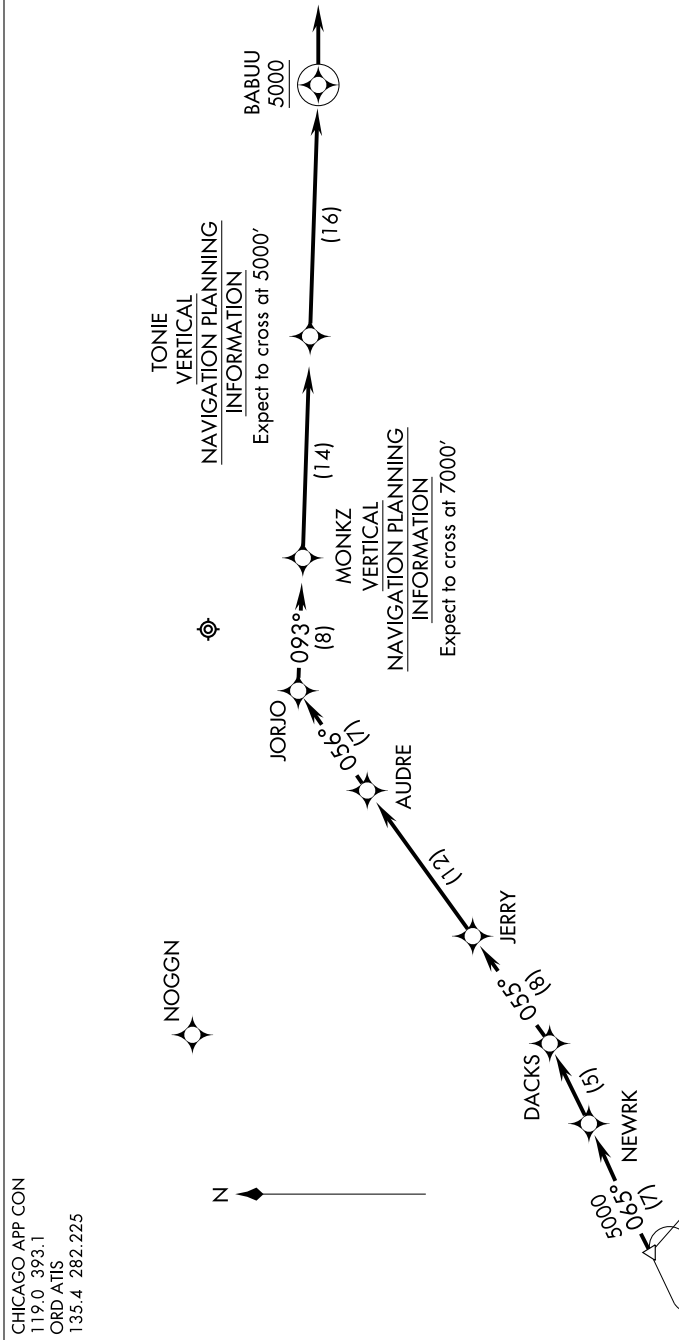
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EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

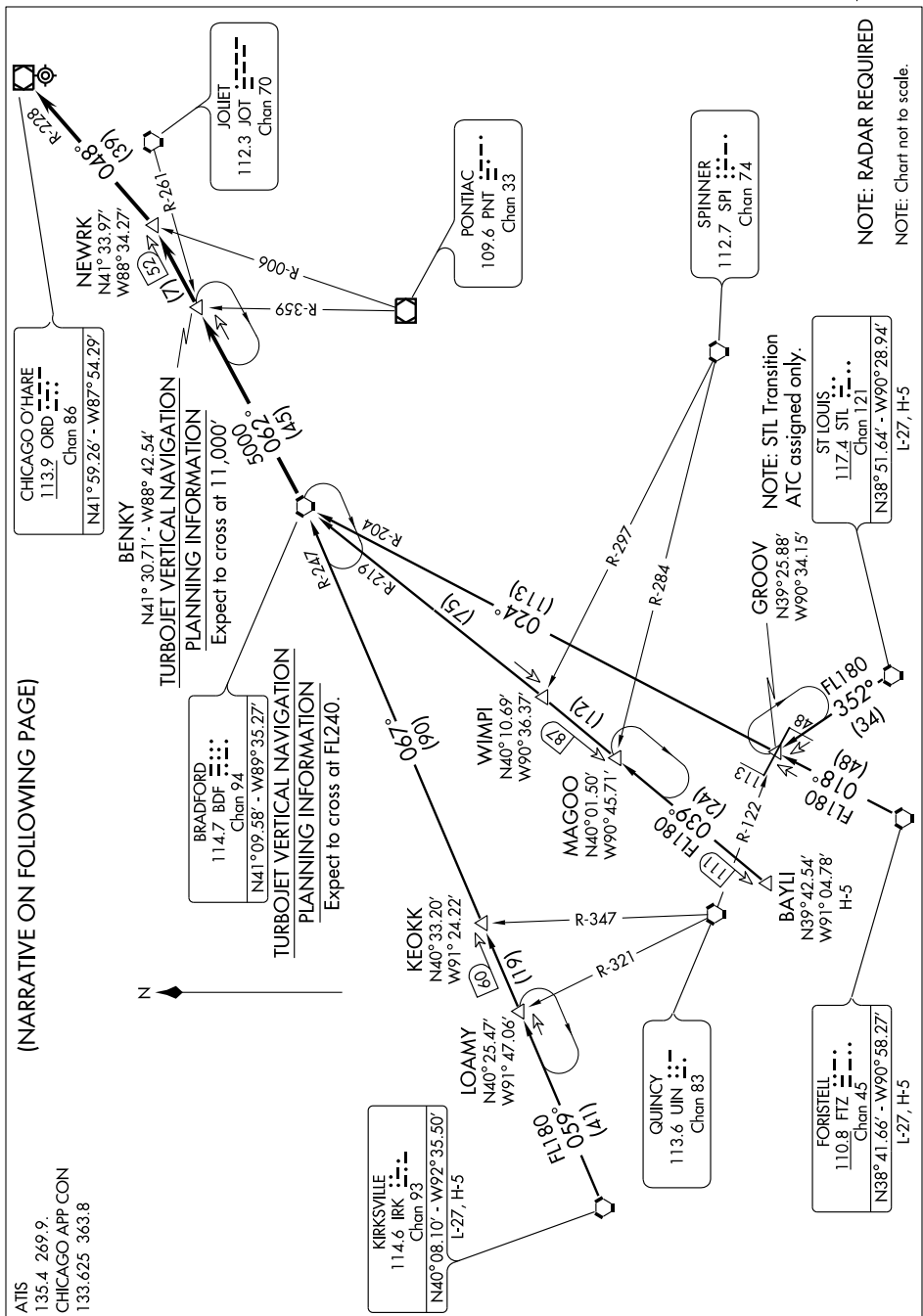
EC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: ORD landing east: Expect radar vectors to final approach course after NEWRK.

BAYLI TRANSITION (BAYLI.BENKY1):
FORISTELL TRANSITION (FTZ.BENKY1):
KIRKSVILLE TRANSITION (IRK.BENKY1):
ST LOUIS TRANSITION (STL.BENKY1):
From BENKY via 065° track to NEWRK, thence as depicted to BABUJ, thence via 093° heading. Expect radar vectors to final approach course.

NOTE: Chart not to scale.



ARRIVAL DESCRIPTION

BAYLI TRANSITION (BAYLI.BDF5): From over BAYLI INT via BDF R-219 to BDF VORTAC. Thence....
FORISTELL TRANSITION (FTZ.BDF5): From over FTZ VORTAC via FTZ R-018 and BDF R-204 to BDF VORTAC. Thence....
KIRKSVILLE TRANSITION (IRK.BDF5): From over IRK VORTAC via IRK R-059 and BDF R-247 to BDF VORTAC. Thence....
ST LOUIS TRANSITION (STL.BDF5): From over STL VORTAC via STL R-352 and BDF R-204 to BDF VORTAC. Thence....
....from over the BDF VORTAC via BDF R-062 to NEWRK INT, thence direct ORD VOR/DME. Expect vector to final approach course.

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CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 282.225

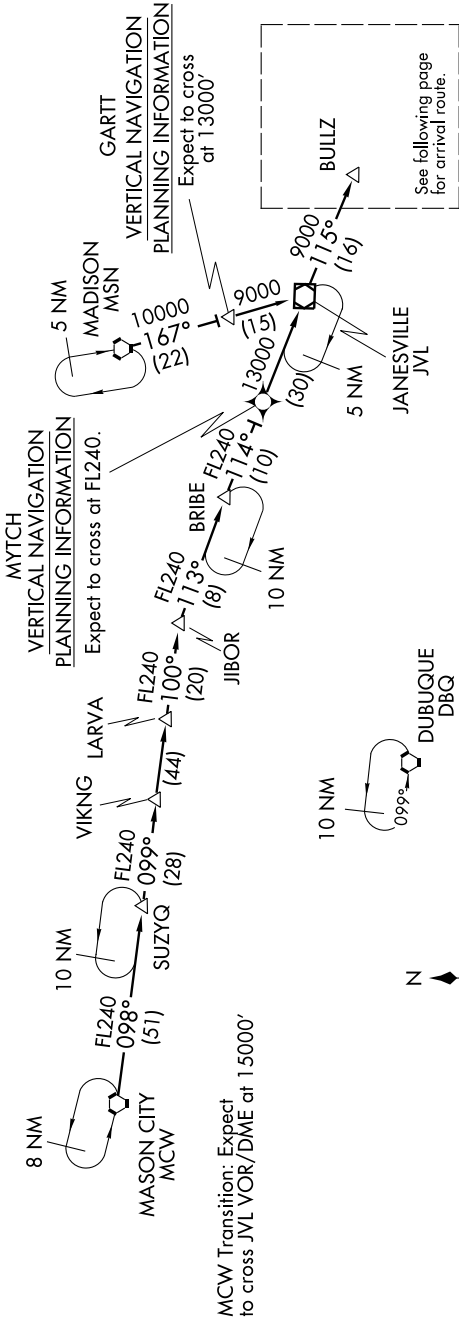
BULLZ ONE ARRIVAL (RNAV) Transition Routes
(BULLZ.BULLZ1) 10042

BULLZ ONE ARRIVAL (RNAV) Transition Routes

ST-166 (FAA)

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

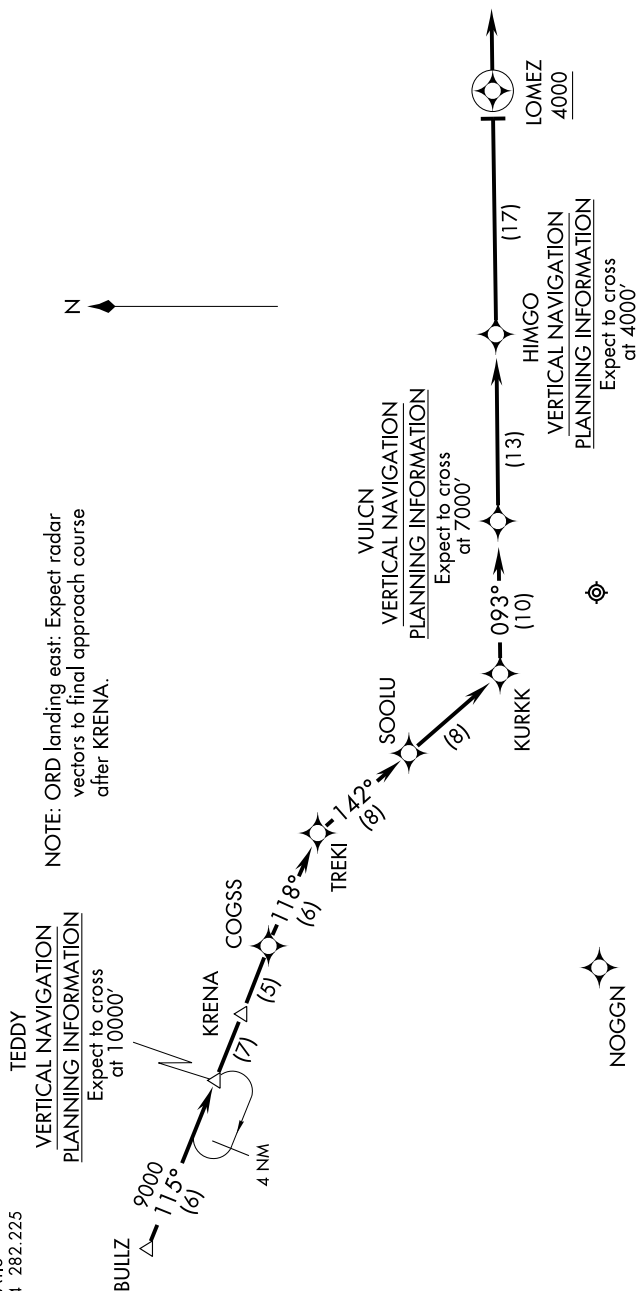
NOTE: MSN Transition: For non-GPS equipped aircraft, BAE DME must be operational.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.



NOTE: Chart not to scale.

(Continued on next page)

NOTE: Chart not to scale.



MADISON TRANSITION (MSN.BULL1):
MASON CITY TRANSITION (MCW.BULL1):

From BULLZ via 115° track to TEDDY, thence as depicted to LOMEZ, thence via 093° heading. Expect radar vectors to final approach course.

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HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-		
WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/		
WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN		
RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-FJU	APP CRS	Rwy ldg	8075
110.1	045°	TDZE	661
		Apt Elev	672

ILS or LOC RWY 4R
CHICAGO-O'HARE INTL (ORD)

ATIS

135.4

282.225

CHICAGO APP CON

119.0 393.1

O'HARE TOWERS

128.15 (NORTH)

120.75 126.9 132.7 348.0 (CENTER)

(TWR NORTH) GND CON (TWR CENTER)

124.125

121.75 (OBND)

121.9 (IBND)

226.675

CLNC DEL

121.6

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 via ORD R-089 to LAIRD Int and hold.

The main chart depicts the ILS/LOC RWY 4R approach. The final approach fix is at 113.0 OBK (Chan 77). The approach path is defined by a 045° heading. Key altitudes include 1200, 4000, and 2128. The chart shows various navigation aids including the LAIRD VORTAC (113.9 ORD, Chan 86), the LOCALIZER (110.1 I-FJU), and the MISSED APPROACH FIX. The chart also includes a radar required area and a minimum safe altitude (MSA) of 3400 feet. The approach is divided into segments with specific altitudes and headings: 11000 (8.2 NM), 8000 (8.6 NM), 5000 (3 NM), 4000 (5.5 NM), and 2128 (4.4 NM). The chart also shows the LAIRD VORTAC (113.9 ORD, Chan 86) and the LAIRD VORTAC (113.9 ORD, Chan 86).

	RAHNN INT	DEGAN INT	HARRL INT	NAPER INT	REKKS OM/INT	LAIRD
	*11000	*8000	*5000	*4000	2128	
	GS 3.00° TCH 52					
	*2500 when directed by ATC.					
	8.2 NM	8.6 NM	3 NM	5.5 NM	4.4 NM	
CATEGORY	A	B	C	D		
S-ILS 4R		861/18	200 (200-½)			
S-LOC 4R	1260/24	599 (600-½)	1260/50	599 (600-1)	1260/60	599 (600-1½)
CIRCLING	1260-1	588 (600-1)	1260-1½	588 (600-1½)	1260-2	588 (600-2)

The inset chart shows the LAIRD VORTAC (113.9 ORD, Chan 86) and the surrounding area. It includes the LAIRD VORTAC (113.9 ORD, Chan 86) and the LAIRD VORTAC (113.9 ORD, Chan 86). The chart also shows the LAIRD VORTAC (113.9 ORD, Chan 86) and the LAIRD VORTAC (113.9 ORD, Chan 86).

CHICAGO, ILLINOIS
Amdt 6L 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 4R

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

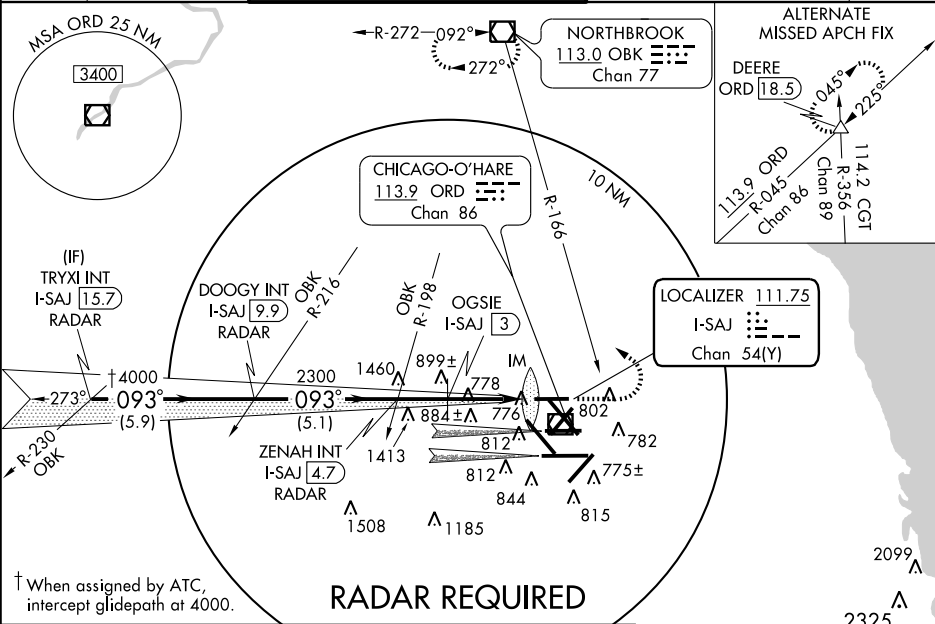
LOC/DME I-SAJ	APP CRS	Rwy Idg	7500
111.75	093°	TDZE	668
Chan 54 (Y)		Apt Elev	672

Simultaneous approach authorized with Rwy 9R and 10.
Localizer unusable for rollout guidance.

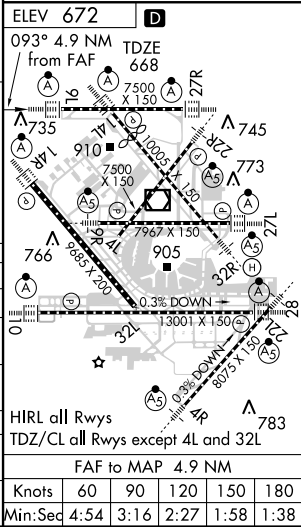


MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON 124.125	(TWR CENTER) (OBND) 121.75 121.9 226.675 (IBND)	CLNC DEL 121.6
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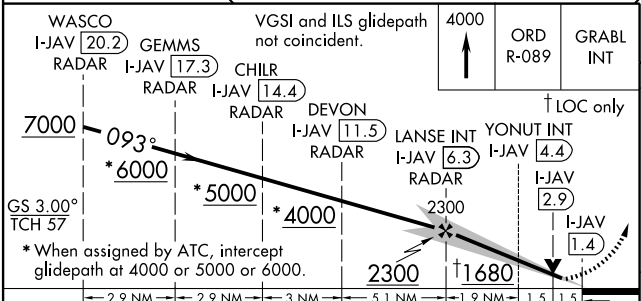
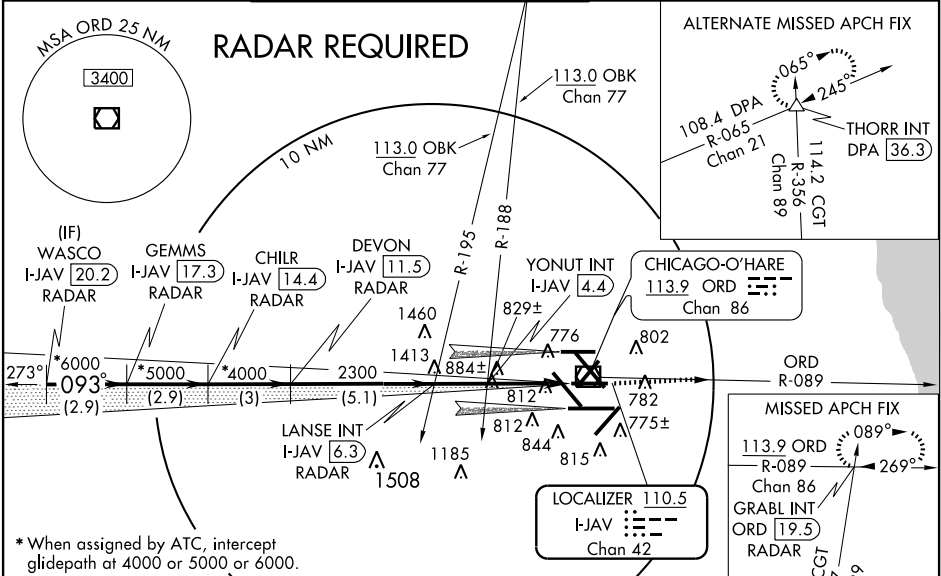
TRYXI INT I-SAJ [15.7] RADAR	DOOGY INT I-SAJ [9.9] RADAR	ZENAH INT I-SAJ [4.7] RADAR	OGSIE I-SAJ [3]	I-SAJ DME ANTENNA I-SAJ [1] I-SAJ [0.2]
4000 — 093° — 2300 — 1720 — 1100				
GS 3.00° TCH 55				
When assigned by ATC, intercept glidepath at 4000.				
*LOC Only.				
5.9 NM — 5.1 NM — 1.8 NM — 2 NM — 1 NM — 0.1 NM				
CATEGORY	A	B	C	D
S-ILS 9L	868/18 200 (200-½)			
S-LOC 9L	1720/40 1052 (1100-¾)	1720/50 1052 (1100-1)	1720-2½	1052 (1100-2½)
CIRCLING	1720-1¼ 1048 (1100-1¼)	1720-1½ 1048 (1100-1½)	1720-3	1048 (1100-3)
OGSIE FIX MINIMUMS				
S-LOC 9L	1080/24	412 (500-½)	1080/40	412 (500-¾)
CIRCLING	1220-1	548 (600-1)	1220-1½	548 (600-½)
			1240-2	568 (600-2)



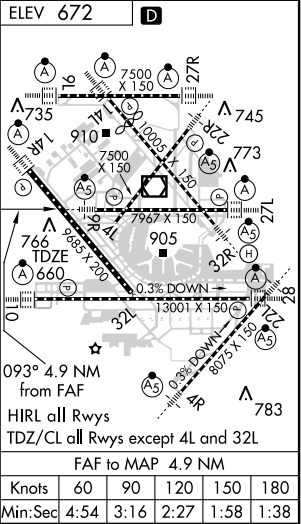
LOC/DME I-JAV 110.5 Chan 42	APP CRS 093°	Rwy Idg 7967 TDZE 660 Apt Elev 672
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ILS or LOC RWY 9R
CHICAGO-O'HARE INTL (ORD)

<div><div><div></div><div></div></div><div>Simultaneous approach authorized with Rwy 9L and 10. DME or RADAR Required.</div></div>		<div><div>MALS R</div><div><div><div></div><div></div><div></div><div></div><div></div></div><div></div></div></div>	MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-089 to GRABL Int/ORD 19.5 DME/RADAR and hold.	
<div>ATIS 135.4 282.225</div>	<div>CHICAGO APP CON 119.0 393.1</div>	<div>O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)</div>	<div>(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675</div>	<div>CLNC DEL 121.6</div>



CATEGORY	A	B	C	D
S-ILS 9R	860/18 200 (200-½)			
S-LOC 9R	1680/40 1020 (1100-¾)	1680/50 1020 (1100-1)	1680-2½ 1020 (1100-2½)	
CIRCLING	1680-1½ 1008 (1100-1¼)	1680-1½ 1008 (1100-1½)	1680-3 1008 (1100-3)	
YONUT FIX MINIMUMS				
S-LOC 9R	1200/24 540 (600-½)	1200/50 540 (600-1)	1200/60 540 (600-1½)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	



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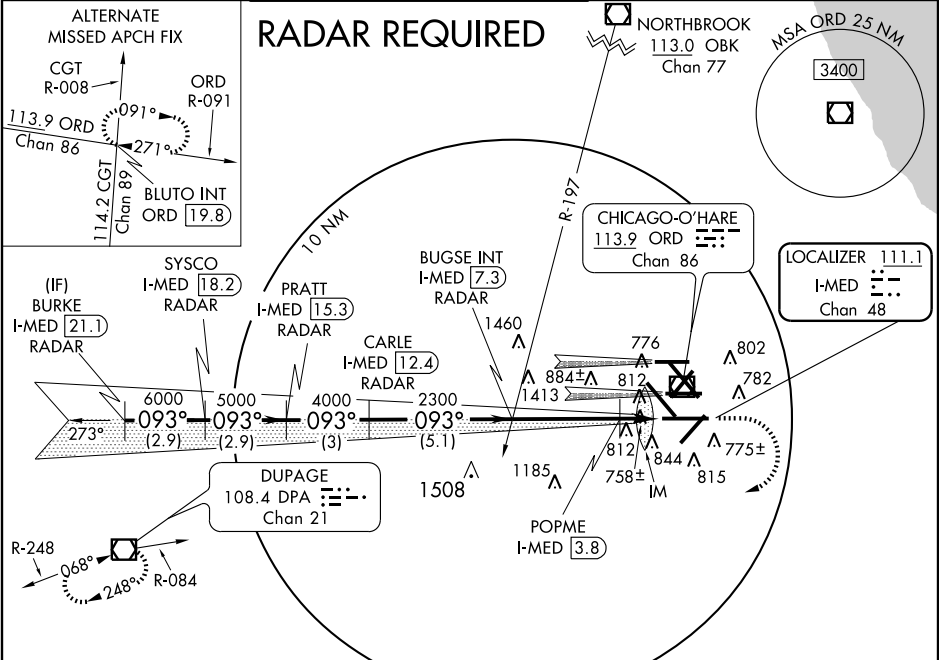
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MED	APP CRS	Rwy Idg
111.1	093°	12246
Chan 48		TDZE 672
		Apt Elev 672

ILS or LOC RWY 10
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.	ALSIF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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BURKE I-MED [21.1] RADAR	SYSCO I-MED [18.2] RADAR	PRATT I-MED [15.3] RADAR	* LOC only	1100 4000 DPA	ELEV 672
7000 093°					
**6000					DPA R-084
GS 3.00° TCH 56					VGSI and ILS glidepath not coincident.
**5000					
**4000					
2300 2300 1180					
2.9 NM 2.9 NM 3 NM 5.1 NM 3.5 NM 1.3 0.1					
CATEGORY	A	B	C	D	
S-ILS 10	872/18		200 (200-½)		
S-LOC 10	1180/24 508 (600-½)		1180/50 508 (600-1)		
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½) 1240-2 568 (600-2)		
POPE FIX MINIMUMS					
S-LOC 10	1100/24 428 (500-½)		1100/40 428 (500-¾) 1100/50 428 (500-1)		
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½) 1240-2 568 (600-2)		

** When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

093° 4.9 NM from FAF

TDZE 672

HIRL all Rwys

TDZ/CL all Rwys except 4L and 32L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OHA	APP CRS	Rwy Idg	8007
110.9	143°	TDZE	653
Chan 46		Apt Elev	672

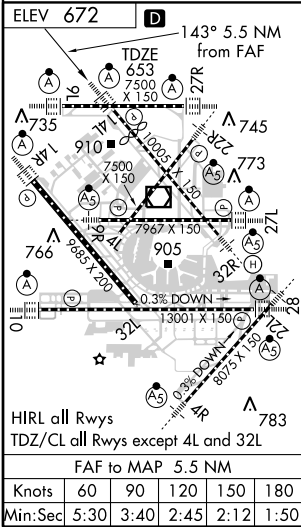
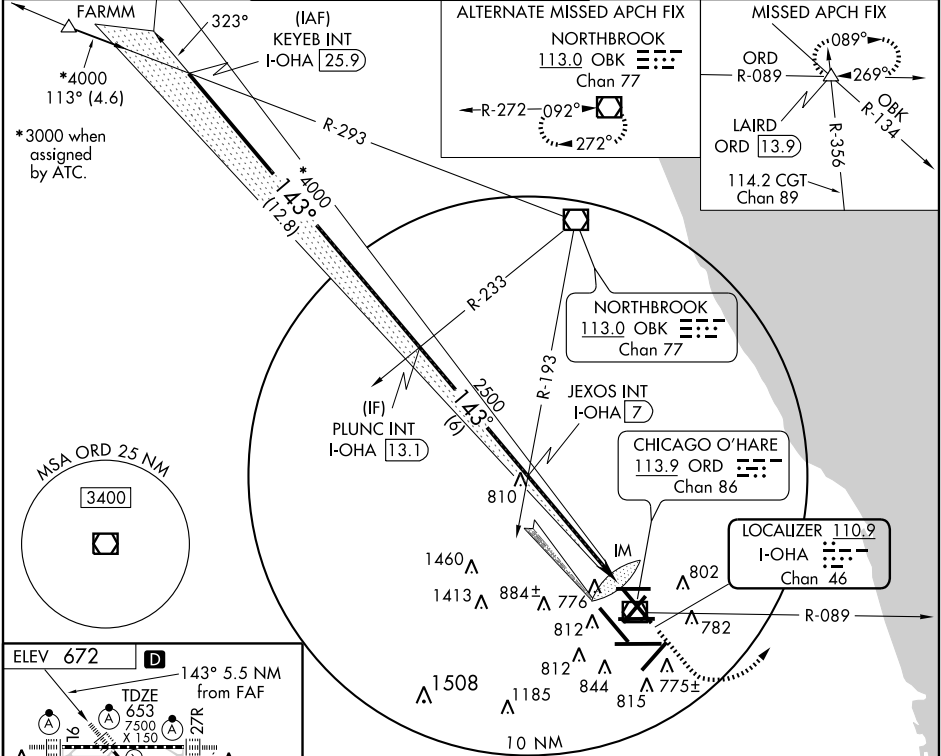
ILS or LOC RWY 14L
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 14R.

ALS-F-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

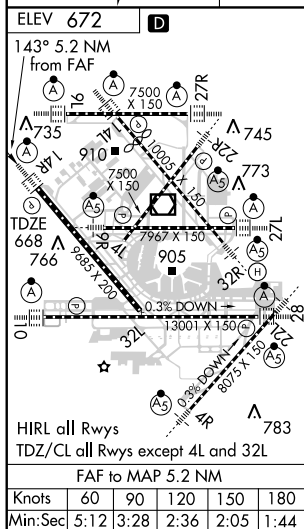
ATIS 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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*3000 when assigned by ATC.		1200	4000	ORD	LAIRD
KEYEB INT I-OHA 25.9		PLUNC INT I-OHA 13.1	JEXOS INT I-OHA 7	I-OHA 2.8	I-OHA 1.5
Procedure Turn NA		hdg 059°			
GS 3.00° TCH 58		IM			
12.8 NM		6 NM	4.2 NM	1.2	0.1
CATEGORY	A	B	C	D	
S-ILS 14L	853/18 200 (200-1/2)				
S-LOC 14L	1140/24	487 (500-1/2)	1140/40 487 (500-3/4)	1140/50 487 (500-1)	
CIRCLING	1220-1	548 (600-1)	1220-1 1/2 548 (600-1 1/2)	1240-2 568 (600-2)	

ILS or LOC RWY 14R
CHICAGO-O'HARE INTL (ORD)

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 126.675	CLNC DEL 121.6
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<p>CUBGO INT I-ORD [28.4]</p> <p>BIFLE INT I-ORD [21]</p> <p>VGSI and ILS glidepath not coincident.</p> <p>1700</p> <p>4000</p> <p>LISKE △</p> <p>**3000 when authorized by ATC.</p> <p>**7000</p> <p>143°</p> <p>*7000</p> <p>Procedure Turn NA</p> <p>GS 3.00° TCH 56</p> <p>*2500 when authorized by ATC.</p> <p>2400</p> <p>7.3 NM</p> <p>5.8 NM</p> <p>7.8 NM</p> <p>3.9 NM</p> <p>1.1 NM</p> <p>0.2</p> <p>I-ORD [15.3]</p> <p>CHSTR INT I-ORD [7.5]</p> <p>I-ORD [3.6]</p> <p>I-ORD [2.3]</p> <p>IM</p> <p>hdg 220° ORD R-188</p>	<p>868/18 200 (200-½)</p>		
<p>CATEGORY</p> <p>A</p> <p>B</p> <p>C</p> <p>D</p>			
<p>S-LS 14R</p>	<p>1140/24 472 (500-½)</p>		
<p>S-LOC 14R</p>	<p>1140/40 472 (500-¾)</p> <p>1140/50 472 (500-1)</p>		
<p>CIRCLING</p>	<p>1220-1 548 (600-1)</p> <p>1220-1½ 548 (600-1½)</p> <p>1240-2 568 (600-2)</p>		

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EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-LQQ <u>110.1</u>	APP CRS 225°	Rwy Idg 8075 TDZE 654 Apt Elev 672
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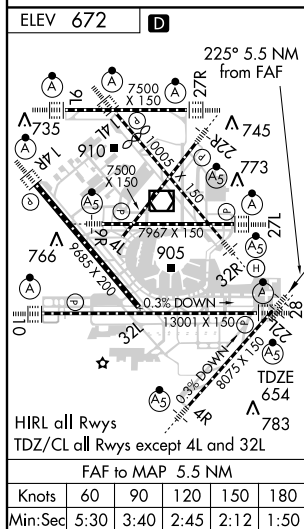
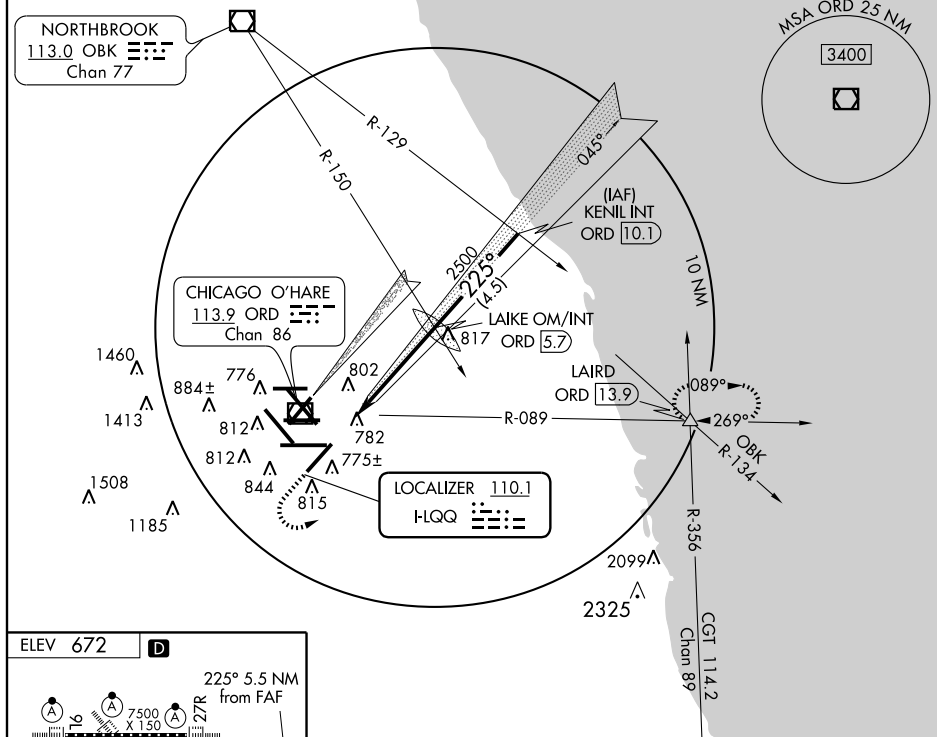
ILS or LOC RWY 22L
CHICAGO-O'HARE INTL (ORD)

T Simultaneous approach authorized with Rwy 22R.
RADAR REQUIRED.



MISSED APPROACH: Climb to 1100, then climbing left turn to 4000 via ORD VOR/DME R-089 to LAIRD Int and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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LOC I-RXZ <u>111.3</u>	APP CRS 223°	Rwy Idg 7500 TDZE 651 Apt Elev 672
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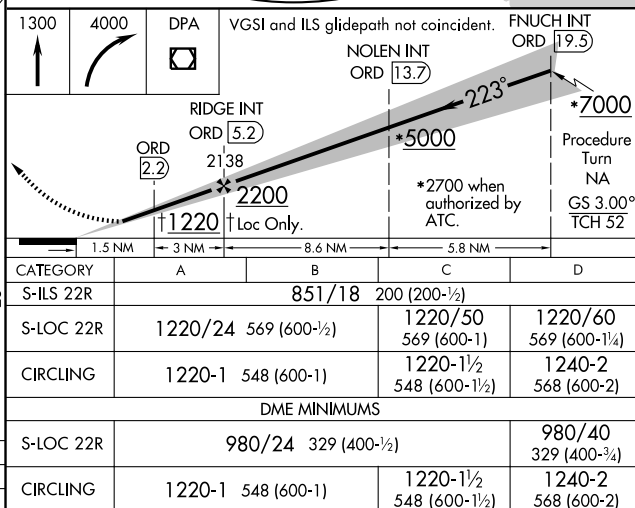
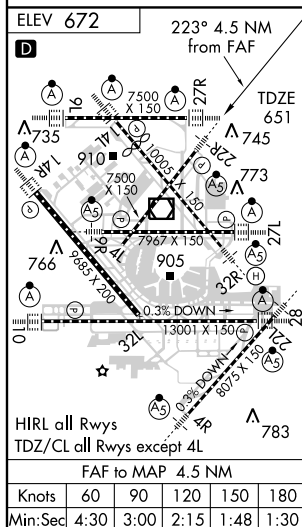
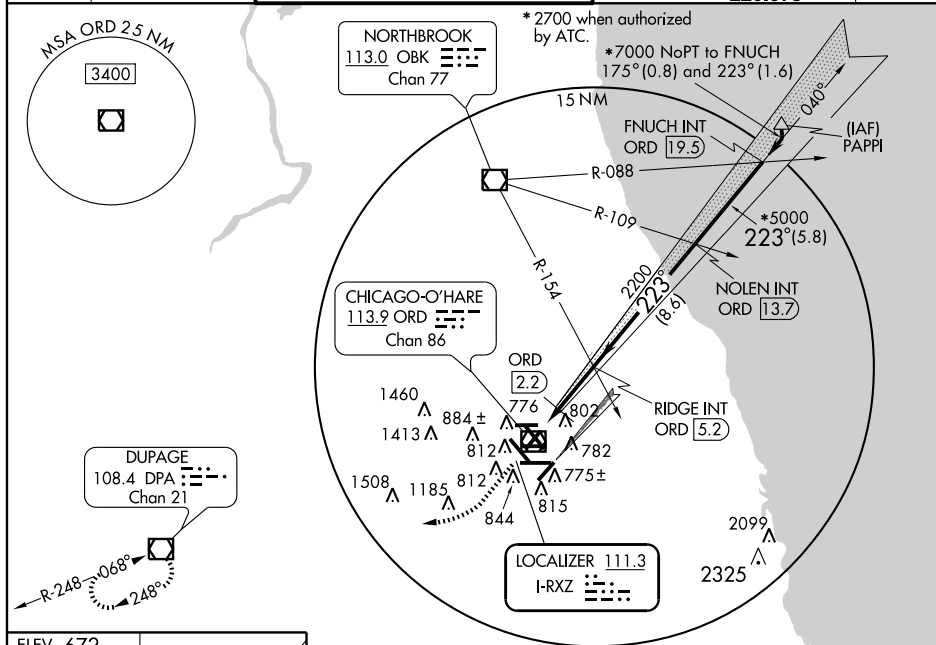
ILS or LOC RWY 22R
CHICAGO-O'HARE INTL (ORD)

T Simultaneous approach authorized with Rwy 22L. For inoperative MALSR, increase DME minimums S-LOC 22R Cat. D visibility to RVR 5000. DME from ORD VOR/DME.

MALSR

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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ILS or LOC RWY 27L
CHICAGO-O'HARE INTL (ORD)

T Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR required. Light poles and sign up to 739 MSL located between 580 ft and 980 ft south of Rwy.

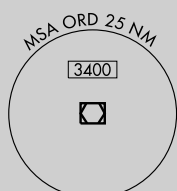


MISSED APPROACH: Climb to 4000 via
ORD VOR/DME R-267 to WASCO
Int/ORD 19.4 DME/RADAR and hold.

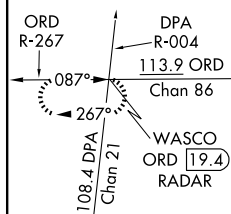
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75	126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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NORTHBROOK
13.0 OBK 三三三
Chan 77

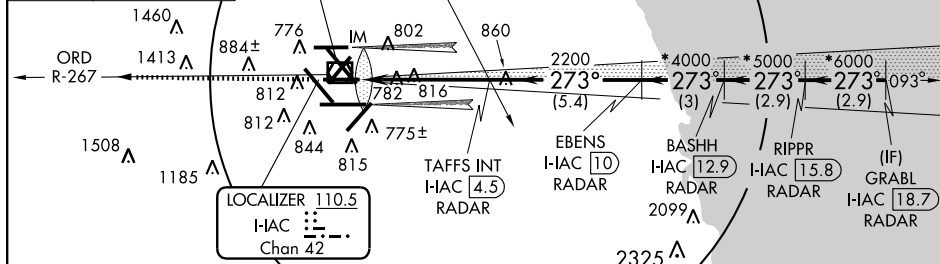
ALTERNATE MISSED APCH FIX



MISSED APCH FIX

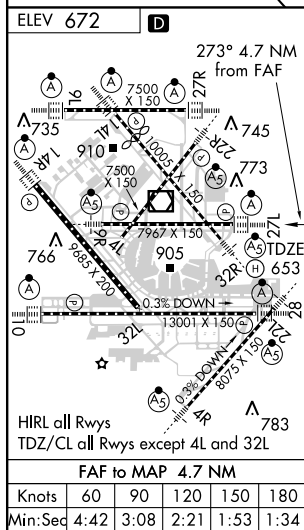


CHICAGO-O'HARE
113.9 ORD 
Chn 86

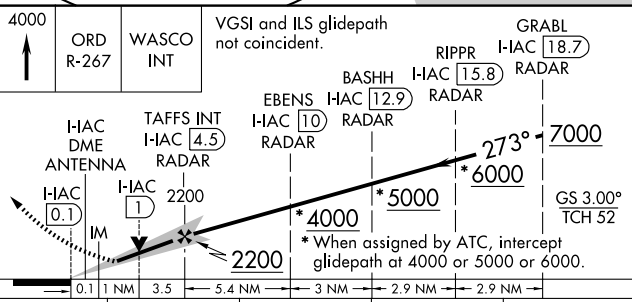


RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.



RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 27L	853/18 200 (200-½)			
S-LOC 27L	1080/24 427 (500-½)		1080/40 427 (500-¾)	1080/50 427 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ILS or LOC RWY 27R
CHICAGO-O'HARE INTL (ORD)


T Simultaneous approach authorized with Rwy 27L and 28.


ALSF-2


MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED

LOCALIZER 111.75
I-ABU 

CHICAGO-O'HARE
113.9 ORD 
Chen 84

NORTHBROOK
113.0 OBK 
Chap. 77

ALTERNATE
MISSED
APCH FIX

JZI
17.9
OBK 113.0
Chan 77

*When assigned by ATC, intercept climb rate at 1000

```
(IF)
FREE INT
```


BU 17.3
RADAR

ZO INT
J 11.4
DAP

20

MSA ORD 25 NM

3400



INT HAREE INT
11.4 I-ABU 17.3

AR RADAR

← 273° — | 4000

4000	GS 3.0
	TCH 55

*When assigned
by ATC, intercept

5.8 NM

5.71NM	
	D

 $\frac{1}{2})$

	1060/40
	396 (400-3/4)

-1½	1240-2
0-1½)	568 (600-2

D'HARE INTL (OR

DC RWY 27

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

[illegible]

CHICAGO, ILLINOIS

Orig-A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)

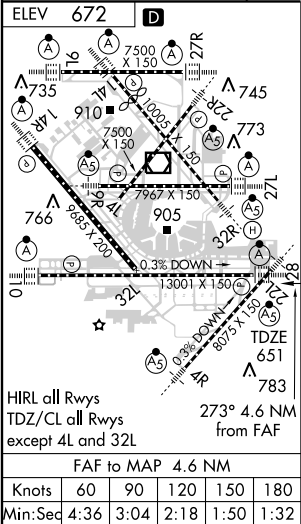
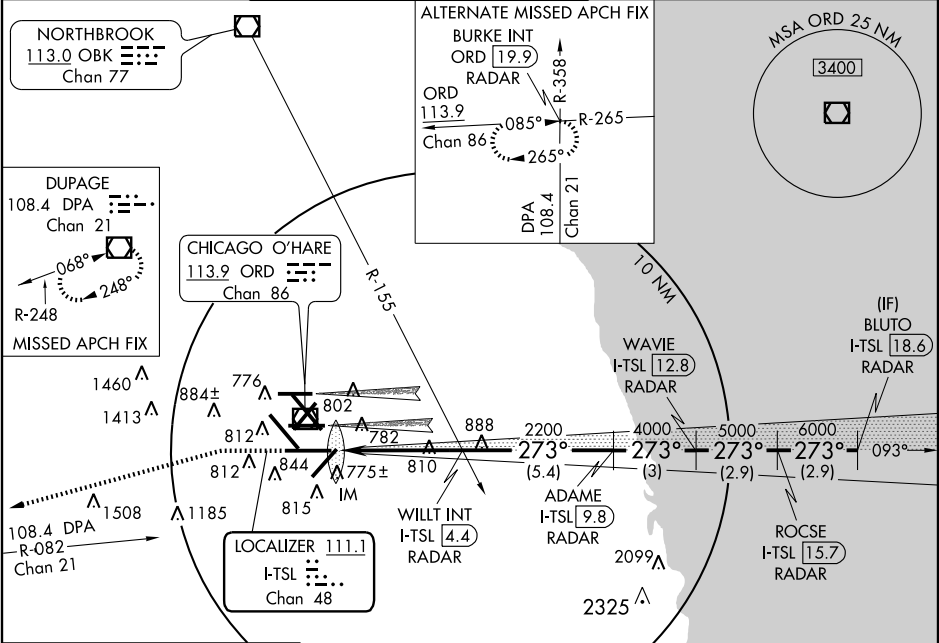
ILS or LOC RWY 27R

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy ldg 13001 TDZE 651 Apt Elev 672
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ILS or LOC RWY 28
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.	ALSf-2	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED				
ELEV 672	D	1100	4000	DPA
*When assigned by ATC, intercept glidepath at 4000, or 5000 or 6000.				
BLUTO I-TSL 18.6 RADAR				
ROCSE I-TSL 15.7 RADAR				
WAVIE I-TSL 12.8 RADAR				
ADAME I-TSL 9.8 RADAR				
WILLT INT I-TSL 4.4 RADAR				
I-TSL DME ANTENNA				
I-TSL 0.3				
I-TSL 0.8				
I-TSL 2200				
273°				
*4000				
*5000				
*6000				
7000				
GS 3.00°				
TCH 51				
CATEGORY	A	B	C	D
S-ILS 28	851/18 200 (200-½)			
S-LOC 28	1060/24	409 (400-½)	1060/40	409 (400-¾)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-½)	1240-2 568 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

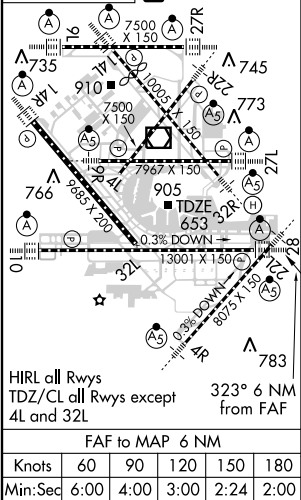
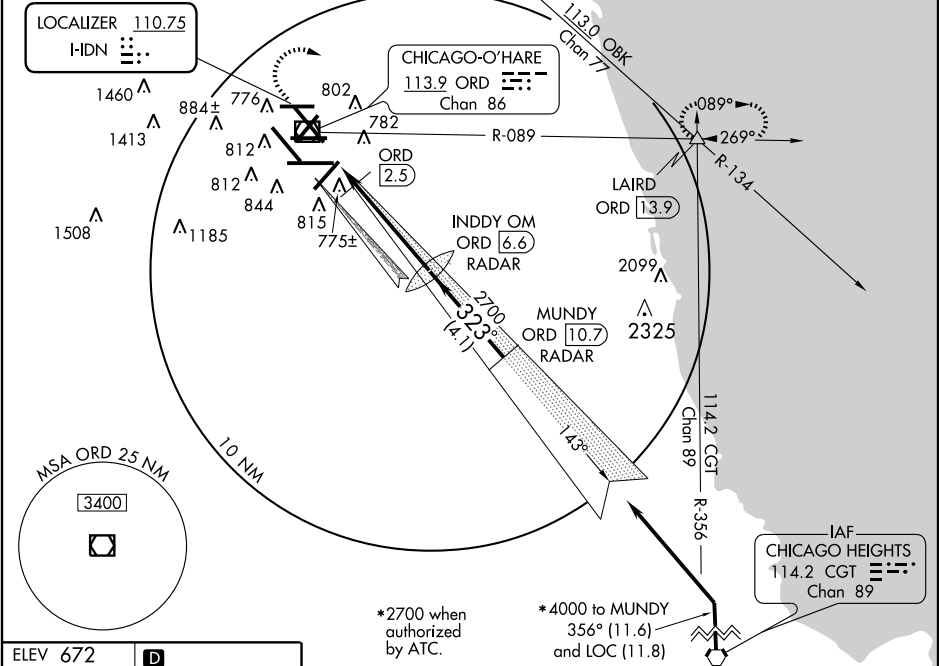
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I- IDN	APP CRS	Rwy ldg	10003
110.75	323°	TDZE	653
		Apt Elev	672

ILS or LOC RWY 32R
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 32L. DME from ORD VOR/DME.	MALSR 	MISSED APPROACH: Climb to 1100, then climbing right turn to 4000 via ORD R-089 to LAIRD Int/ORD 13.9 DME and hold.
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ATIS 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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1100

↑

4000

↗

LAIRD

△

ORD R-089

MUNDY

ORD 10.7

RADAR

Procedure Turn NA

INDDY OM

ORD 6.6

RADAR

ORD 2.5

**1220

2663

323°

*4000

GS 3.00°

TCH 76

*2700 when authorized by ATC.

1.8 NM

4.2 NM

4.1 NM



CATEGORY	A	B	C	D
S-ILS 32R	853/18 200 (200-½)			
S-LOC 32R	1220/24 567 (600-½)	1220/50 567 (600-1)	1220/60 567 (600-1¼)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	
DME MINIMUMS				
S-LOC 32R	1100/24 447 (500-½)	1100/40 447 (500-¾)	1100/50 447 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	

EC-3, 21 OCT 2010 to 18 NOV 2010

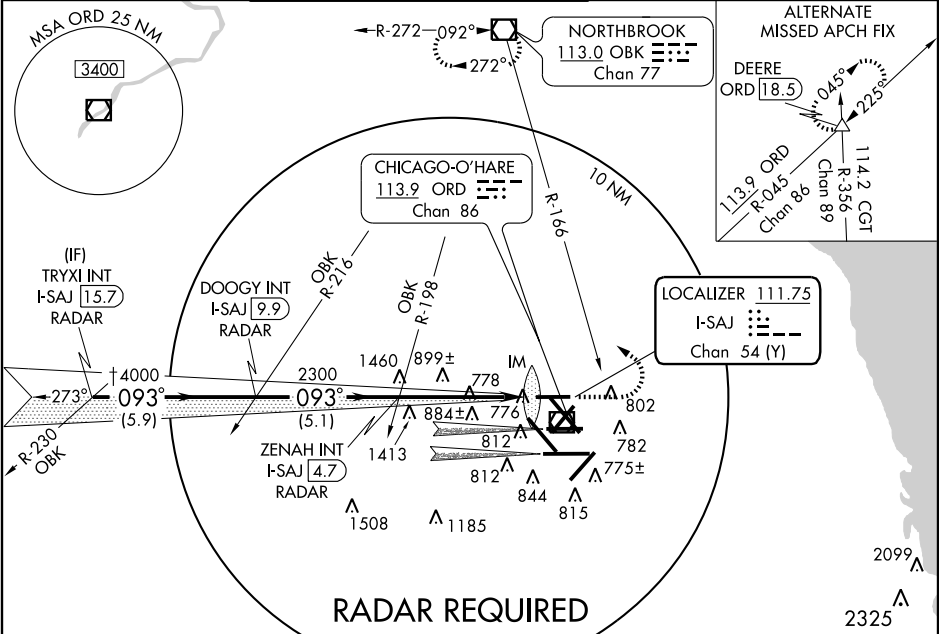
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Idg TDZE 7500 668 Apt Elev 672
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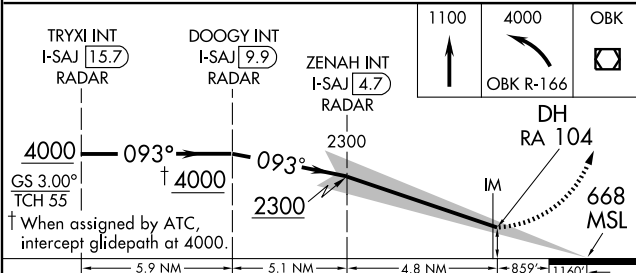
ILS RWY 9L (CAT II)
CHICAGO-O'HARE INTL (ORD)

	ALSIF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 (CENTER) 120.75 126.9 132.7 348.0	(TWR NORTH) GND CON 124.125 (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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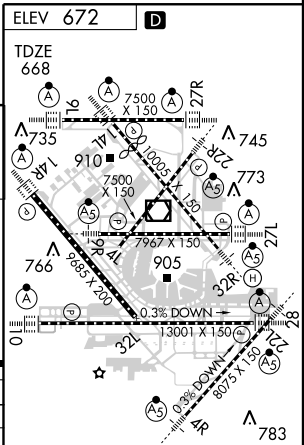


† When assigned by ATC, intercept glidepath at 4000.



CATEGORY	A	B	C	D
S-ILS 09L	RA 104/12 100 DA 768			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Idg 7500 TDZE 668 Apt Elev 672
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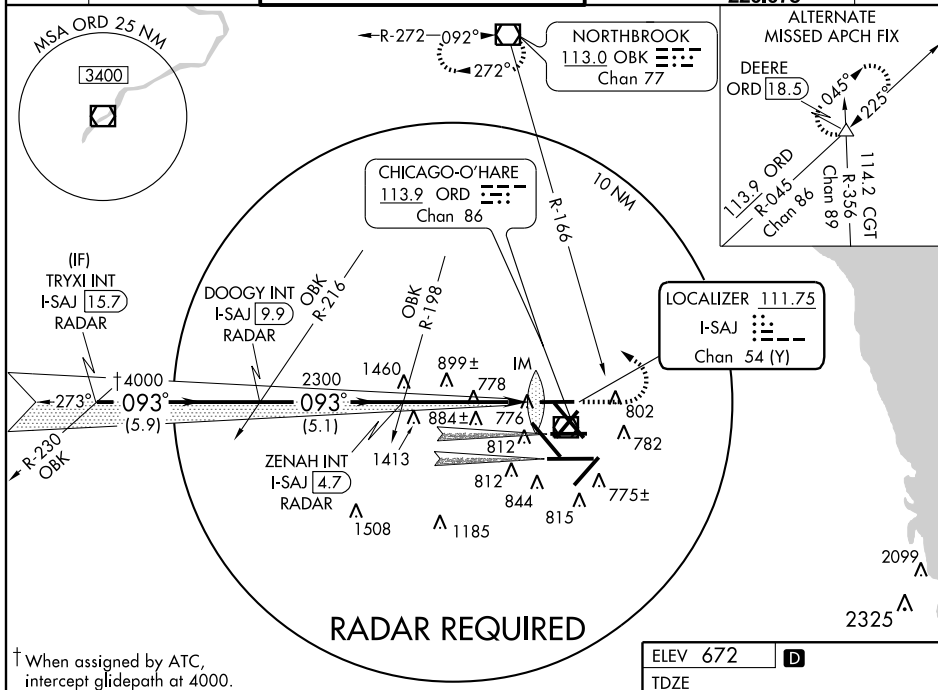
ILS RWY 9L (CAT III)
CHICAGO-O'HARE INTL (ORD)

T Simultaneous approach authorized with Rwy 9R and 10.
A Localizer unusable for rollout guidance.

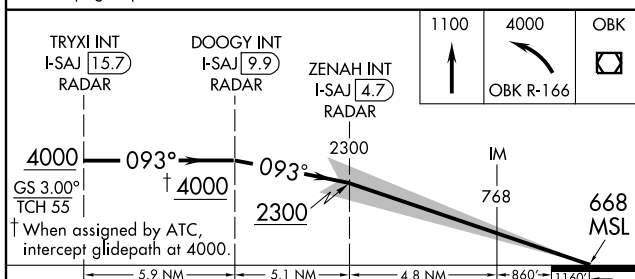
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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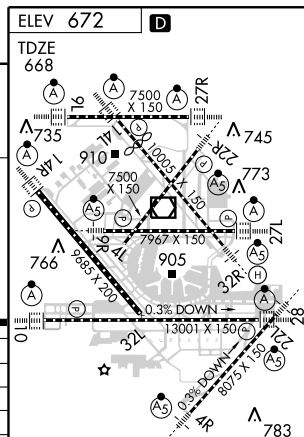
† When assigned by ATC, intercept glidepath at 4000.



† When assigned by ATC, intercept glidepath at 4000.

CATEGORY	A	B	C	D
S-ILS 9L	CAT IIIa RVR 07			
S-ILS 9L	CAT IIIb NA			
S-ILS 9L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



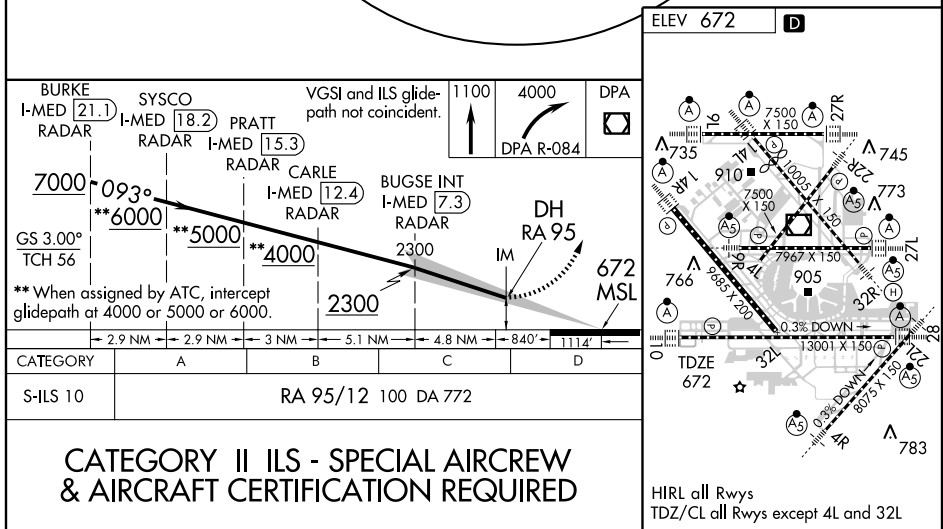
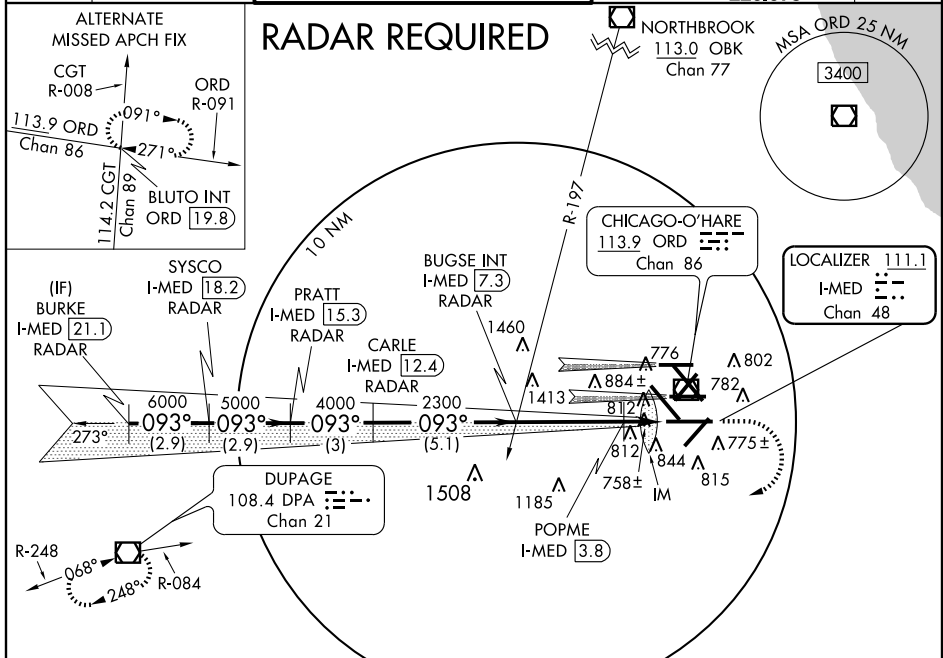
HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

LOC/DME I-MED <u>111.1</u> Chan 48	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 672
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ILS RWY 10 (CAT II)
CHICAGO-O'HARE INTL (ORD)

- | | | |
|---|--|---|
| T Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required. | ALSF-2
 | MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold. |
|---|--|---|

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (IBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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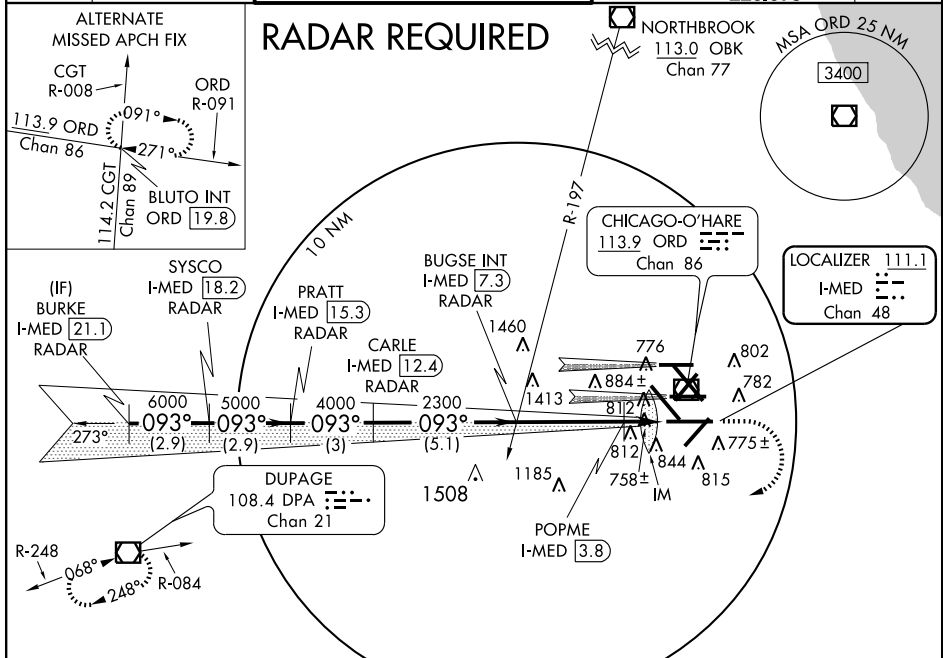


LOC/DME I-MED <u>111.1</u> Chan 48	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 672
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ILS RWY 10 (CAT III)
CHICAGO-O'HARE INTL (ORD)

- | | | |
|--|--|--|
| <p>T Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.</p> | <p>ALSF-2</p>  | <p>MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.</p> |
|--|--|--|

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (IBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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BURKE
I-MED 21.1
RADAR

SYSCO
I-MED 18.2
RADAR

VGSJ and ILS glide-
path not coincident.

1100
↑
DPA R-084

DPA

4000

7000' 093°

GS 3.00°
TCH 56

6000

5000

4000

2300

772

672
MSL

2.9 NM

2.9 NM

3 NM

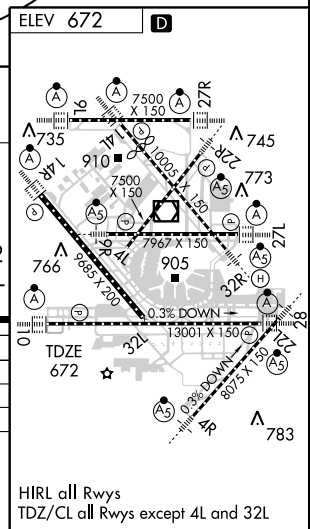
5.1 NM

4.8 NM

840'

1114'

CATEGORY	A	B	C	D
S-ILS 10		CAT IIIa RVR 07		
S-ILS 10		CAT IIIb RVR 06		
S-ILS 10		CAT IIIc NA		

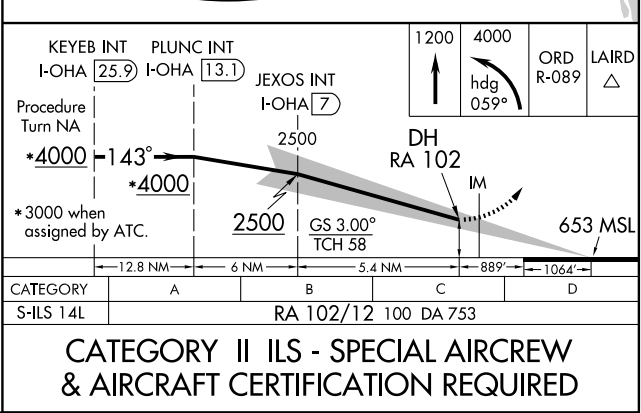
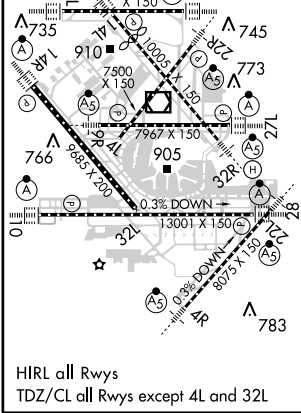
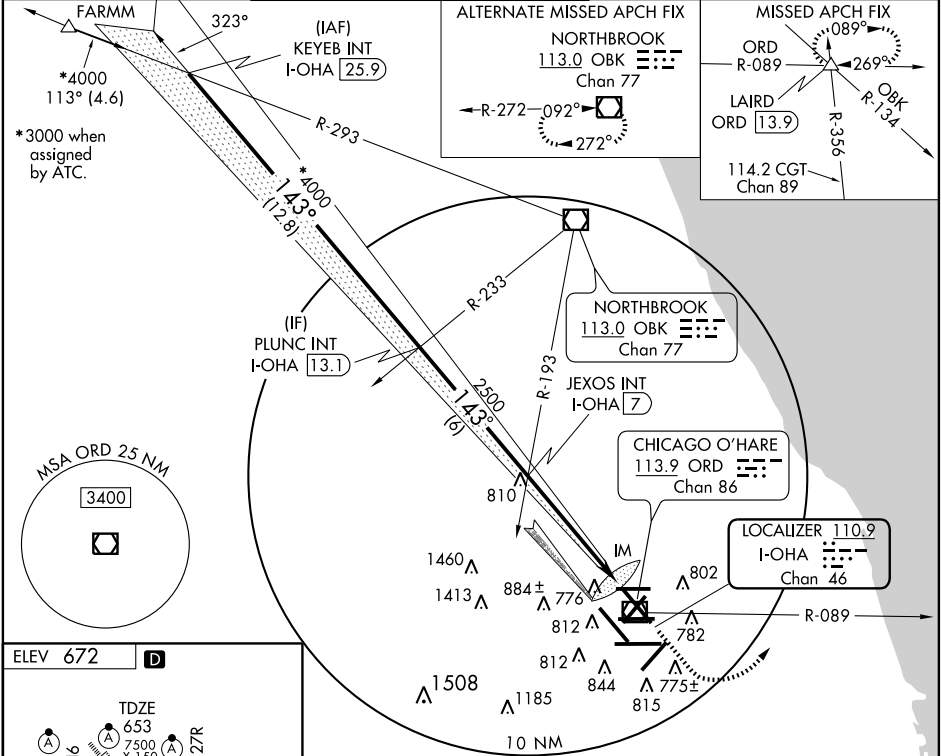


Simultaneous approach authorized with Rwy 14R.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

ATIS 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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EC-3, 21 OCT 2010 to 18 NOV 2010

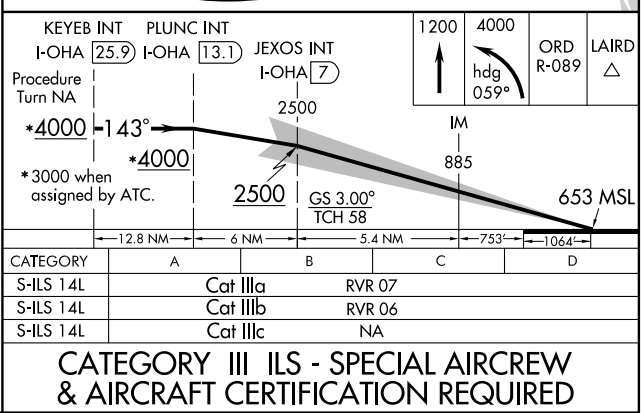
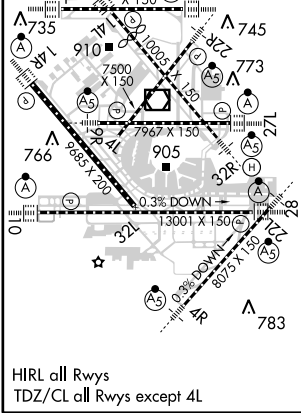
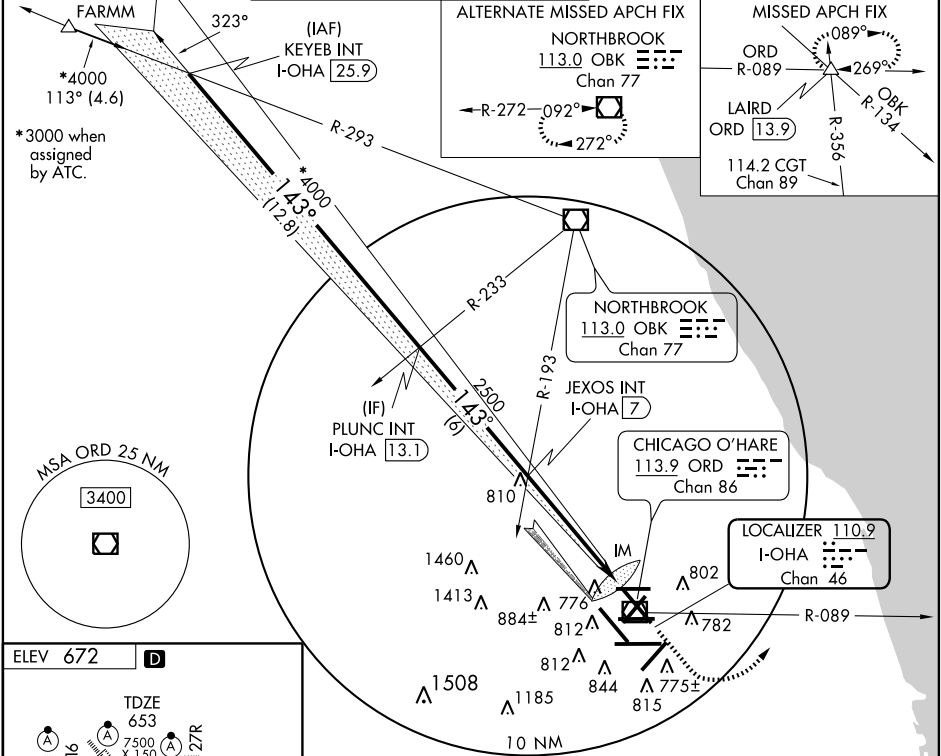
EC-3, 21 OCT 2010 to 18 NOV 2010

Simultaneous approach authorized with Rwy 14R.

ALS-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

ATIS 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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EC-3, 21 OCT 2010 to 18 NOV 2010

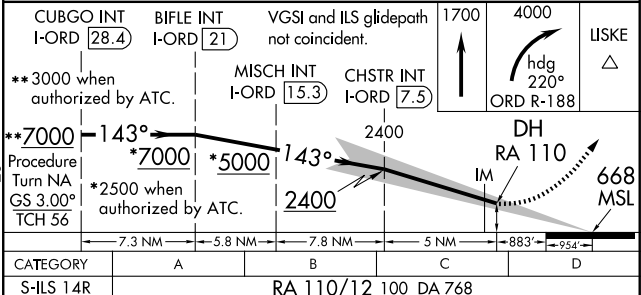
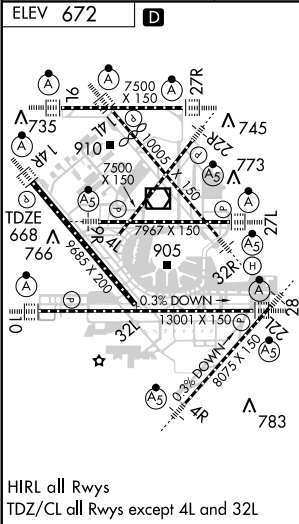
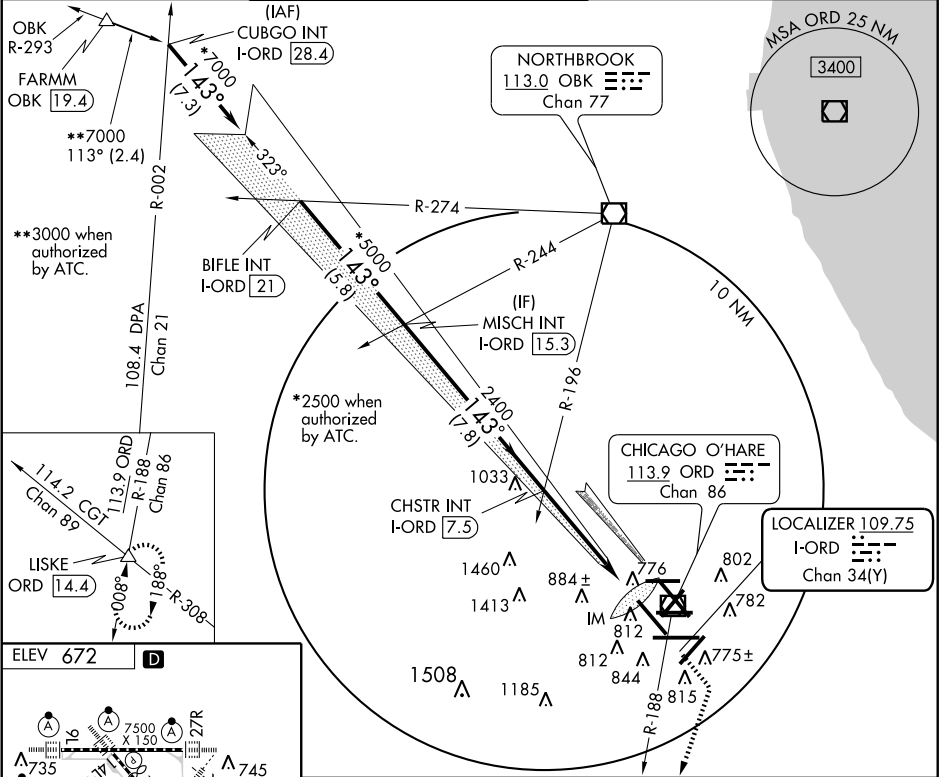
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ORD 109.75 Chan 34 (Y)	APP CRS 143°	Rwy Idg TDZE Apt Elev 8650 668 672
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ILS RWY 14R (CAT II)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 14L.	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.
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ATIS 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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CATEGORY	A	B	C	D
S-ILS 14R	RA 110/12 100 DA 768			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010

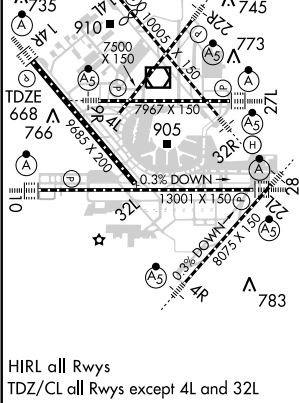
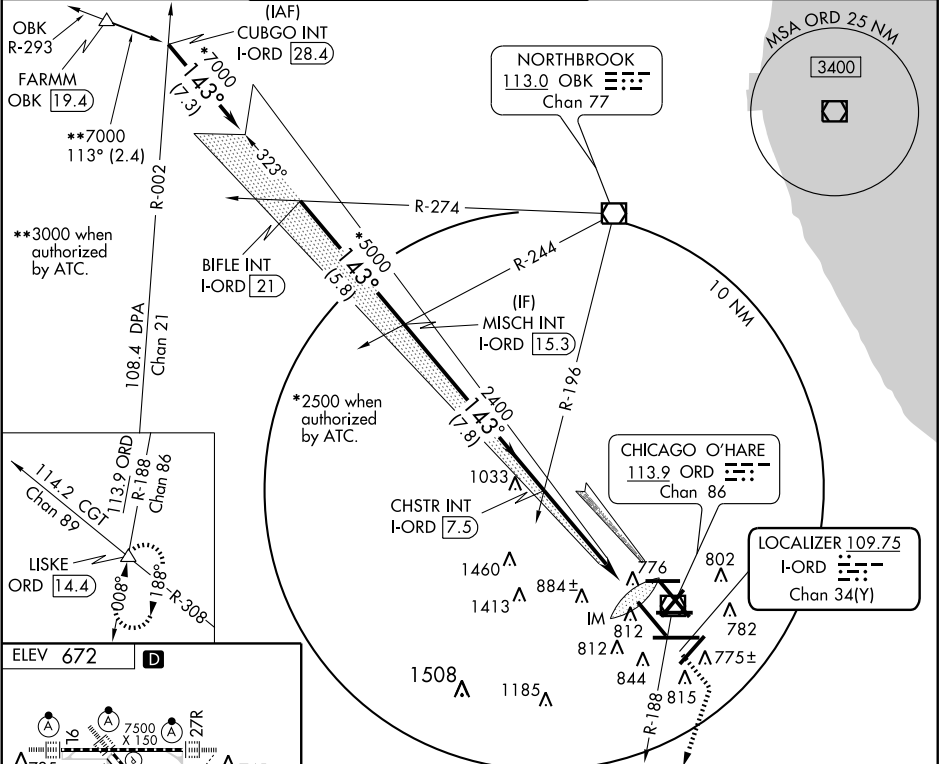
EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ORD 109.75 Chan 34 (Y)	APP CRS 143°	Rwy Idg TDZE Apt Elev 8650 668 672
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ILS RWY 14R (CAT III)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 14L.	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.
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ATIS 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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CUBGO INT I-ORD 28.4	BIFLE INT I-ORD 21	VGSI and ILS glidepath not coincident.	1700	4000	LISKE △
**3000 when authorized by ATC.	MISCH INT I-ORD 15.3	CHSTR INT I-ORD 7.5	↑	hdg 220° ORD R-188	
**7000	143°	2400	IM	771	668 MSL
Procedure Turn NA	*5000	2400			
GS 3.00°	*2500 when authorized by ATC.				
TCH 56					
7.3 NM	5.8 NM	7.8 NM	5 NM	948'	954'
CATEGORY	A	B	C	D	
S-ILS 14R		CAT IIIa	RVR 07		
S-ILS 14R		CAT IIIb	RVR 06		
S-ILS 14R		CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

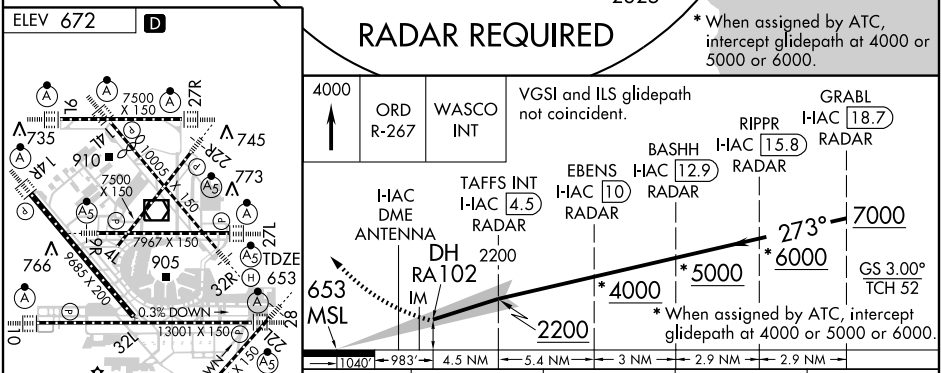
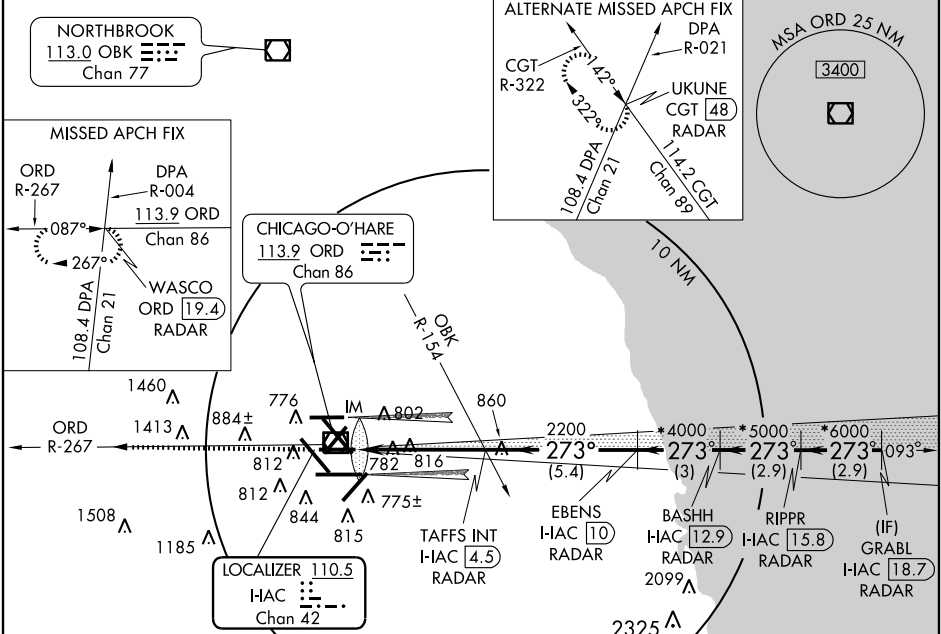
LOC/DME I-IAC 110.5 Chan 42	APP CRS 273°	Rwy Idg TDZE 653 Apt Elev 672	
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Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR REQUIRED. Light poles and sign up to 739 MSL located between 580 feet and 980 feet south of Rwy.

ALSF-2

MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-267 to WASCO Int/ORD 19.4 DME/RADAR and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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CATEGORY	A	B	C	D
S-ILS 27L	RA 102/12	100	DA 753	

CHICAGO, ILLINOIS
Amdt 28A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS RWY 27L (CAT II)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 27L (CAT III)
CHICAGO-O'HARE INTL (ORD)

ALSF-2

MISSED APPROACH: Climb to 4000 via
ORD VOR/DME R-267 to WASCO
Int/ORD 19.4 DME/RADAR and hold.

MISSED APCH FIX

ORD R-267

DPA R-004

113.9 ORD

Chan 86

267°

087°


108.4 DPA

Chan 21

WASCO

ORD 19.4

RADAR

CHICAGO-O'HARE
113.9 ORD 
Chan 86

[illegible]

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

Diagram illustrating the VGS1 and ILS glidepath, showing the 3.00° TCH (Threshold Crossing Height) and various altitudes and distances.

Key altitudes and distances marked on the glidepath:

- 653 MSL (Minimum Safe Altitude)
- 2200
- 4000
- 5000
- 6000
- 273° (Glidepath angle)
- GS 3.00° TCH 52

Navigation aids and their ranges:

- ORD R-267
- WASCO INT
- TAFS INT
- EBENS
- BASHH
- RIPPR
- GRABL
- I-HAC
- RADAR

Distances between points:

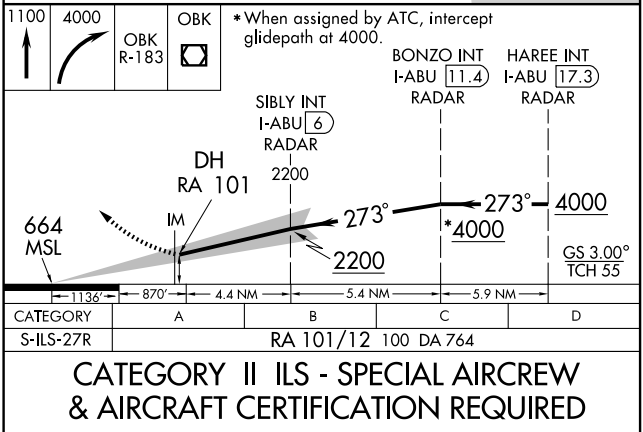
- 4.6 NM
- 5.4 NM
- 3 NM
- 2.9 NM
- 2.9 NM

CATEGORY	A	B	C	D
S-ILS 27L		CAT IIIa RVR 07		
S-ILS 27L		CAT IIIb RVR 06		
S-ILS 27L		CAT IIIc RVR		

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 27R (CAT II)
CHICAGO-O'HARE INTL (ORD)

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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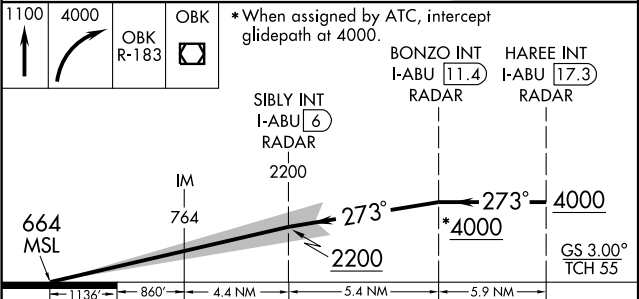
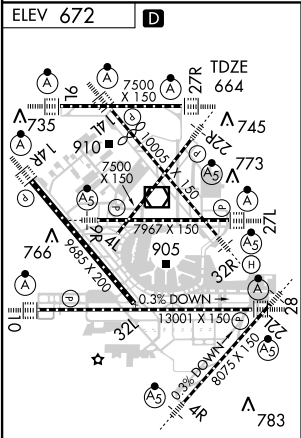
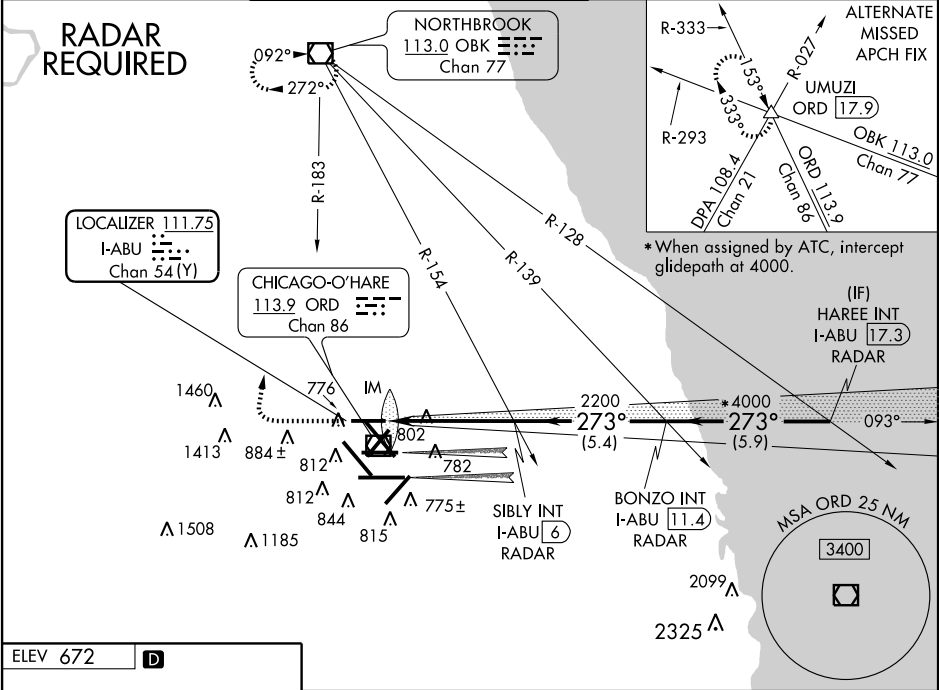
LOC/DME I-ABU	APP CRS	Rwy ldg	7500
111.75	273°	TDZE	664
Chan 54 (Y)		Apt Elev	672

Simultaneous approach authorized with Rwy 27L and 28.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

ATIS 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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CATEGORY	A	B	C	D
S-ILS-27R		CAT IIIa RVR 07		
S-ILS-27R		CAT IIIb RVR 06		
S-ILS-27R		CAT IIIc NA		

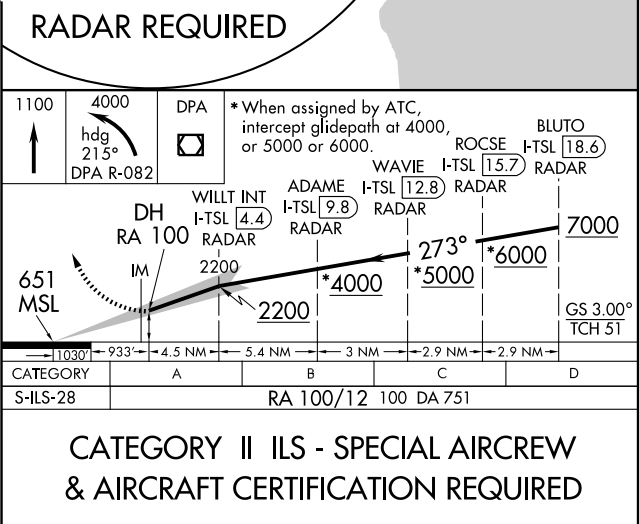
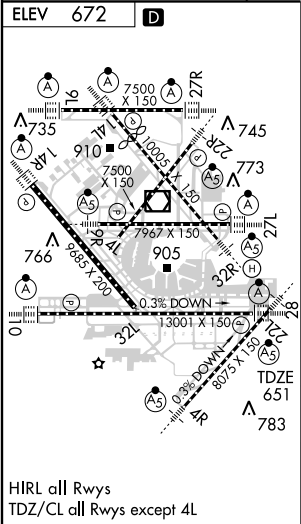
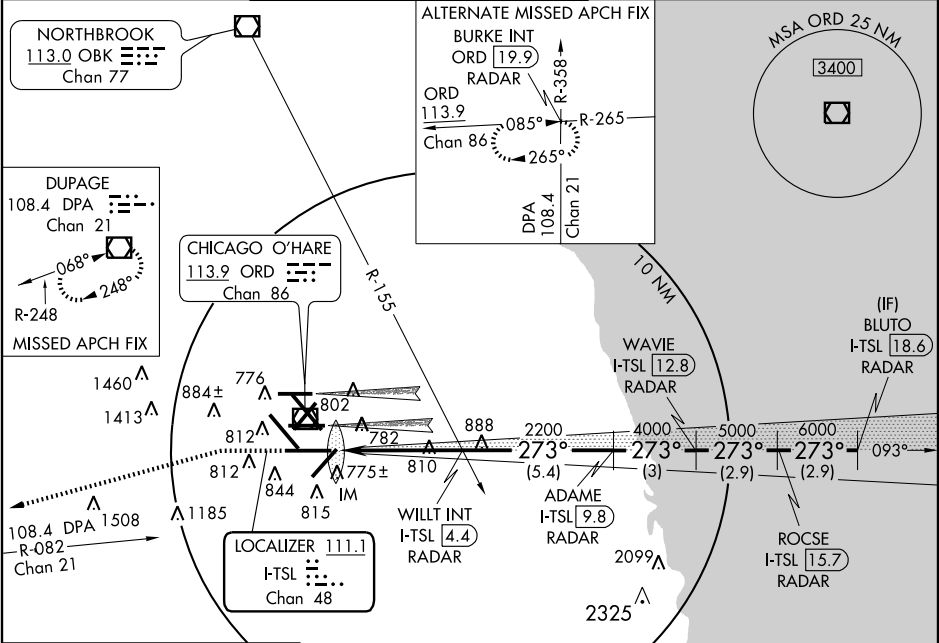
CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy ldg 13001 TDZE 651 Apt Elev 672
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ILS RWY 28 (CAT II)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.
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ATIS 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy ldg 13001 TDZE 651 Apt Elev 672
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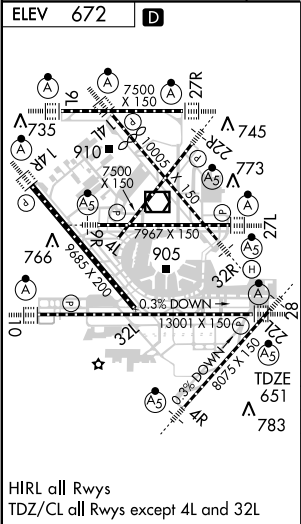
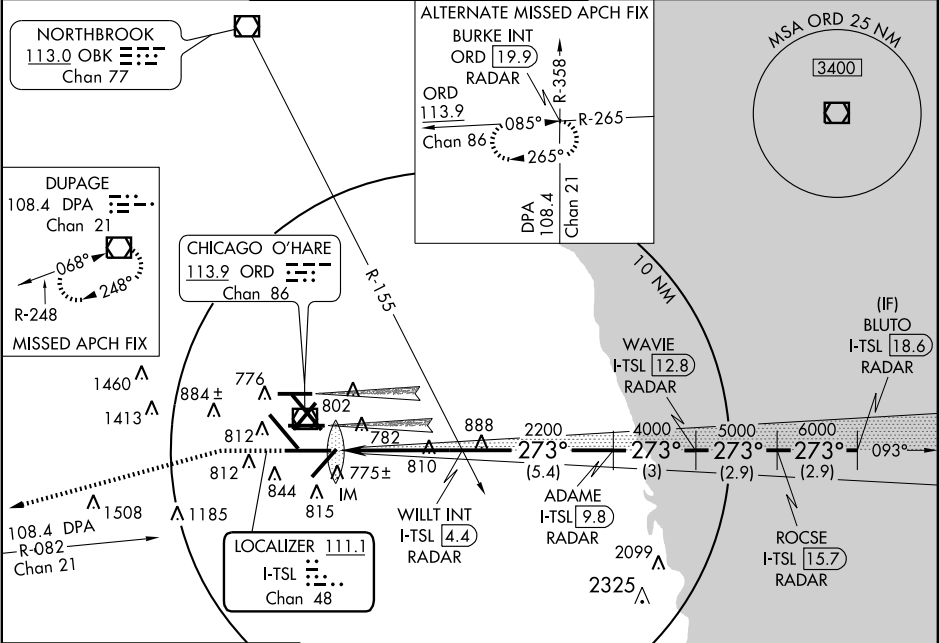
ILS RWY 28 (CAT III)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R.
DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED

1100, 4000, DPA, hdg 215°, DPA R-082

*When assigned by ATC, intercept glidepath at 4000, or 5000 or 6000.

BLUTO I-TSL 18.6, ROCSE I-TSL 15.7, WAVIE I-TSL 12.8, ADAME I-TSL 9.8, WILLT INT I-TSL 4.4

651 MSL, 754, 2200, 273°, 7000, GS 3.00°, TCH 51

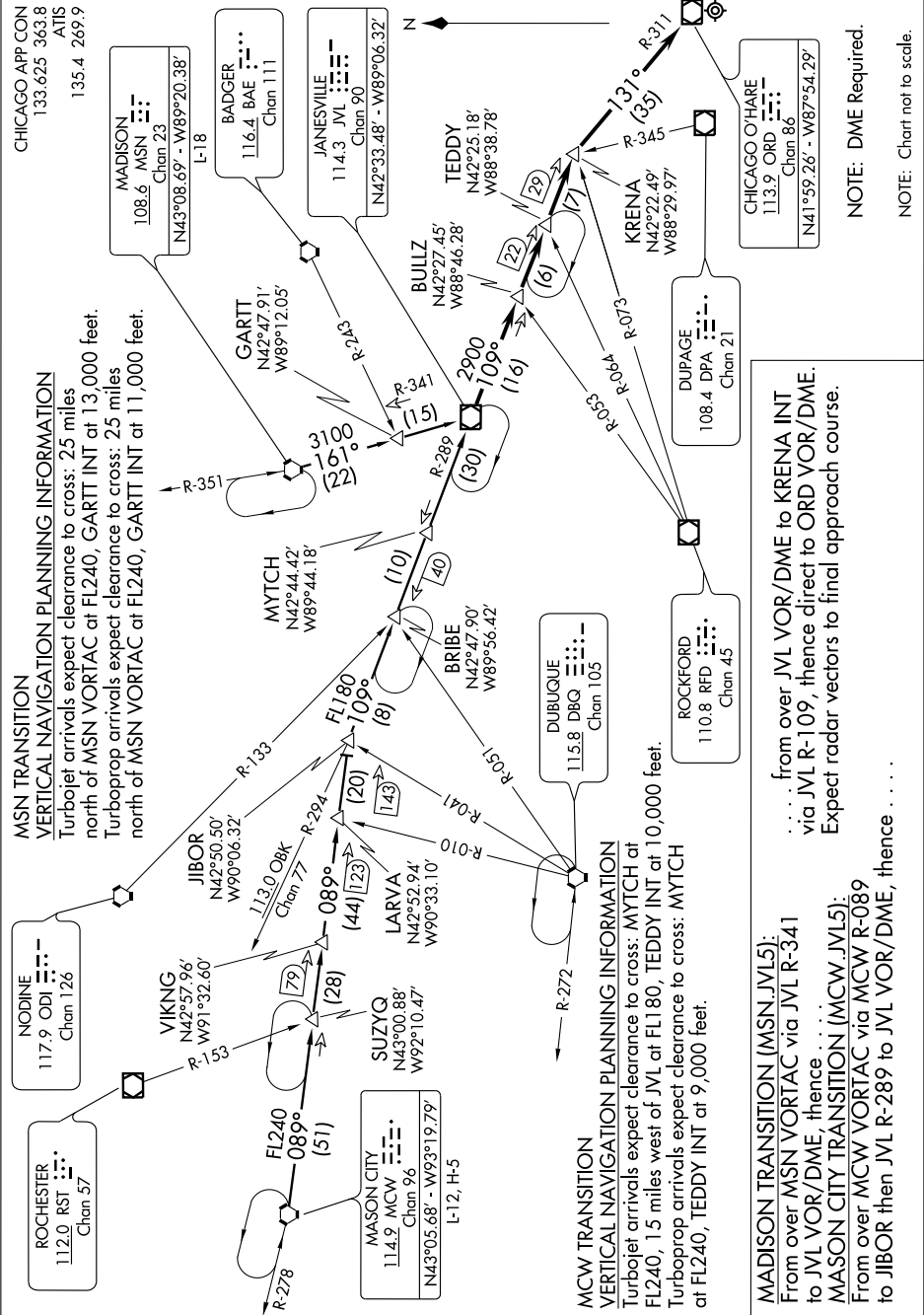
CATEGORY A, B, C, D

S-ILS 28, CAT IIIa RVR 07, CAT IIIb RVR 06, CAT IIIc NA

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 21 OCT 2010 to 18 NOV 2010

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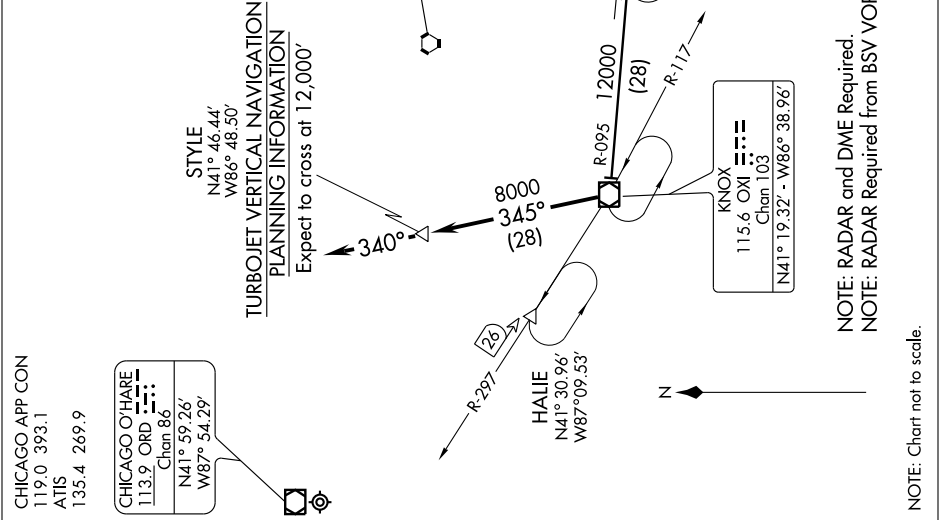
KNOX FOUR ARRIVAL

ST-166 (FAA)

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

EC-3, 21 OCT 2010 to 18 NOV 2010

BRIGGS TRANSITION [BSV.OXI4]: From over BSV VOR/DME via BSV R-286 and OXI R-095 to OXI VOR/DME. Thence. . . .
DRYER TRANSITION [DJB.OXI4]: From over DJB VOR/DME via DJB R-270 and OXI R-095 to OXI VOR/DME. Thence. . . .
FORT WAYNE TRANSITION [FWA.OXI4]: From over FWA VORTAC via FWA R-311 and OXI R-095 to OXI VOR/DME. Thence. . . .
WATERVILLE TRANSITION [VWV.OXI4]: From over VWV VOR/DME via VWV R-248 and OXI R-095 to OXI VOR/DME. Thence. . . .
. . . . From over OXI VOR/DME via OXI R-345 to STYLE INT, then via 340° heading. Expect vectors to final approach course.



KNOX FOUR ARRIVAL

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

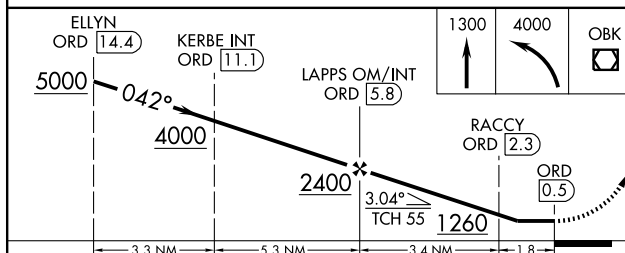
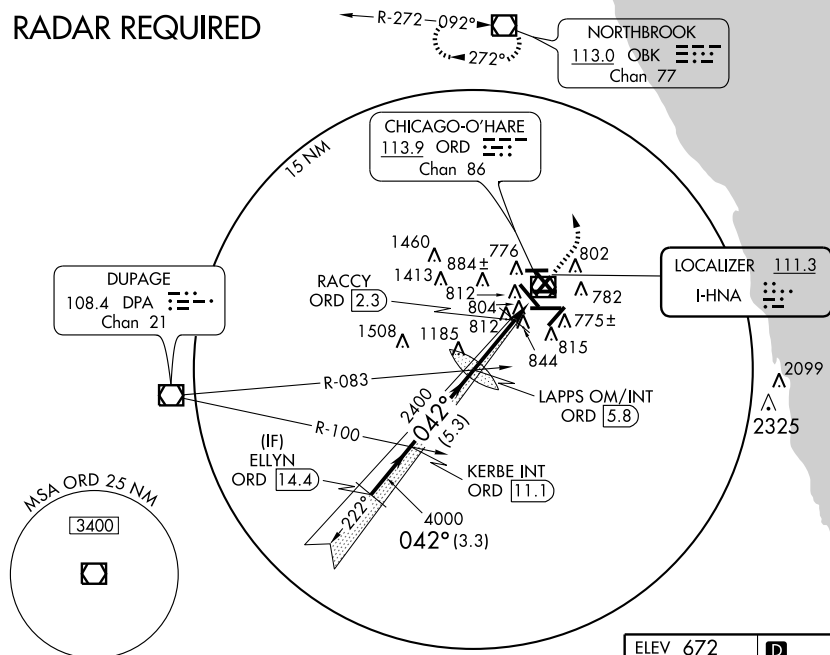
LOC I-HNA <u>111.3</u>	APP CRS 042°	Rwy Idg 7500 TDZE 658 Apt Elev 672
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LOC RWY 4L
CHICAGO-O'HARE INTL (ORD)

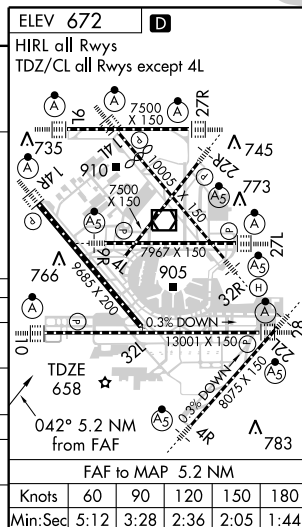
MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct OBK VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED

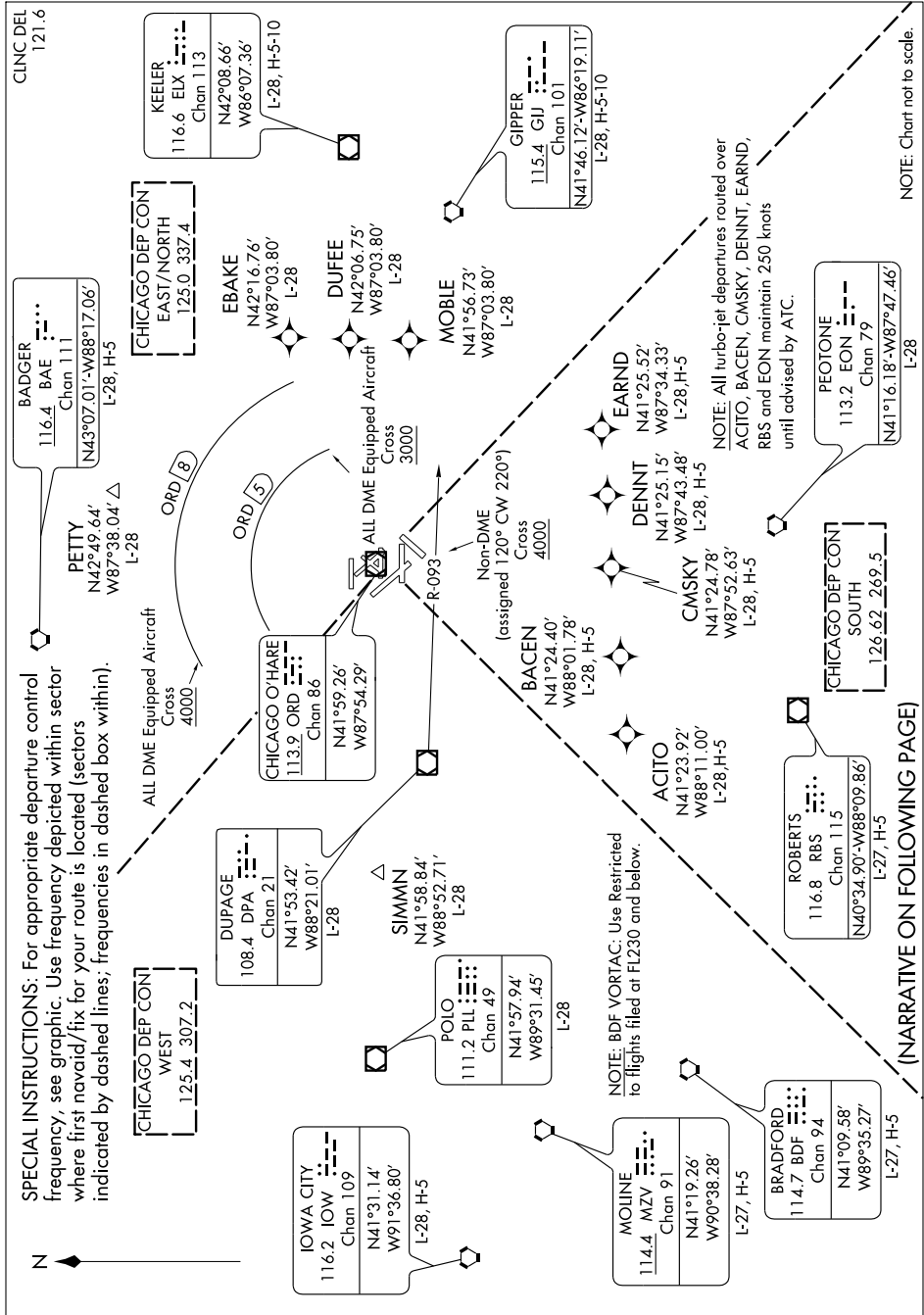


CATEGORY	S-4L		S-4L		S-4L		S-4L	
	A		B		C		D	
S-4L	1260/50 602 (600-1)				1260-1¾ 602 (600-¾)		1260-2 602 (600-2)	
CIRCLING	1260-1 588 (600-1)				1260-1¾ 588 (600-¾)		1260-2 588 (600-2)	
RACCY FIX MINIMUMS								
S-4L	1060/50 402 (400-1)				1060/60 402 (400-1¼)			
CIRCLING	1220-1 548 (600-1)				1220-1½ 548 (600-½)		1240-2 568 (600-2)	



O'HARE FIVE DEPARTURE

EC-3, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

O'HARE FIVE DEPARTURE

(ORD5.ORD) 10210

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

O'HARE FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to first enroute navaid/fix. Expect clearance to requested altitude/flight level ten minutes after departure.

ALL DME EQUIPPED AIRCRAFT: Cross 5 DME arc of ORD at or above 3000 feet MSL, cross 8 DME arc of ORD at or above 4000 feet, maintain 5000 feet or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

NON-DME PROCEDURES: Aircraft initially assigned heading 120° CW 220°, cross DPA R-093 at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

TAKE-OFF MINIMUMS:

Rwys 4L/R, 9L/R, 10, 14L/R, 22L/R, 32R, Standard.

Rwy 27L, Standard with minimum climb of 220 feet per NM to 1700.

Rwy 27R, Standard with minimum climb of 228 feet per NM to 1800.

Rwy 28, Standard with minimum climb of 222 feet per NM to 1700.

Rwy 32L, Standard with minimum climb of 240 feet per NM to 1800.

TAKE-OFF OBSTACLES:

Rwy 4L: Buildings beginning 3302' from DER, 1198' right of centerline, up to 109' AGL/751' MSL.

Rwy 4R: Tree 810' from DER, 611' right of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' left of centerline, up to 100' AGL/749' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL.

Rwy 9L: Building 2771' from DER, 1234' right of centerline, 94' AGL/745' MSL.

Rwy 9R: Street light 877' from DER, 689' right of centerline, 40' AGL/673' MSL. Tree 3492' from DER, 1054' left of centerline, 100' AGL/744' MSL.

Rwy 10: Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 641' left of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL.

Rwy 14L: Light poles beginning 981' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 363' right of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' right of centerline, 37' AGL/682' MSL.

Rwy 14R: Parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/736' MSL.

Rwy 22R: Parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL.

Rwy 27L: Parked aircraft on ramp 70' from DER, 408' left of centerline, 80' AGL/740' MSL. Rod on tower 2591' from DER, 1181' left of centerline, 86' AGL/753' MSL. Parked aircraft on ramp 3627' from DER, 1225' right of centerline, 80' AGL/754' MSL.

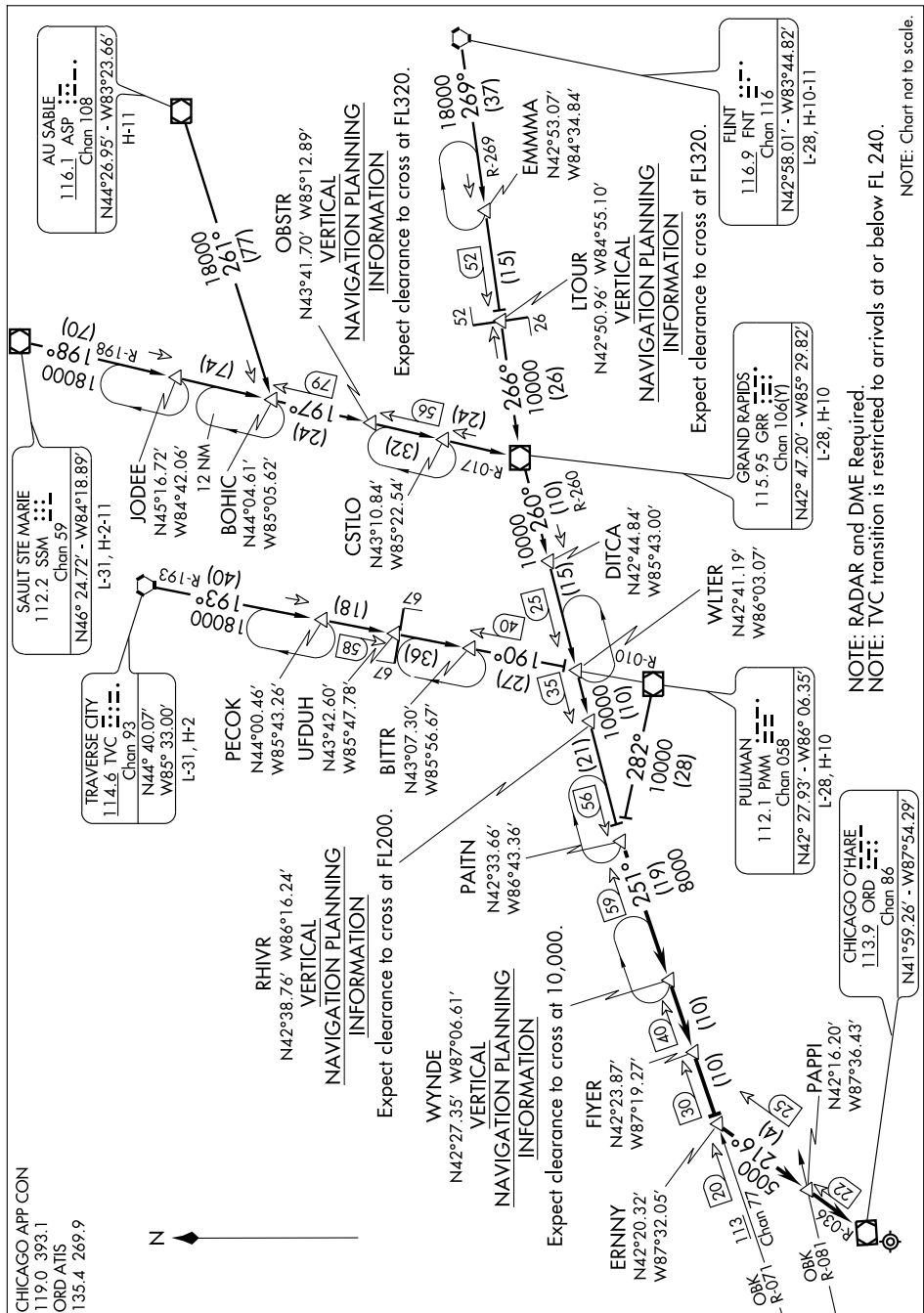
Rwy 27R: Tanks beginning 1489' from DER, 886' left of centerline, 53' AGL/726' MSL.

Lighted hopper and elevator 2778' from DER, 1020' left of centerline, 111' AGL/776' MSL.

Rwy 28: Trees beginning 1717' from DER, 752' left of centerline, up to 100' AGL/789' MSL.

Rwy 32L: Pole 1993' from DER, 791' right of centerline, 49' AGL/716' MSL.

O'HARE FIVE DEPARTURE



NOTE: TVC transition is restricted to arrivals at or below FL 240.

NOTE: Chart not to scale.

PAITN ONE ARRIVAL

(PAITN.PAITN1) 10042

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

ARRIVAL DESCRIPTION

AU SABLE TRANSITION (ASP.PAITN1): From over ASP VOR/DME via ASP R-261 to BOHIC then via GRR R-017 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

FLINT TRANSITION (FNT.PAITN1): From over FNT VORTAC via FNT R-269 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

GRAND RAPIDS TRANSITION (GRR.PAITN1): From over GRR VOR/DME via GRR R-260 to PAITN. Thence....

PULLMAN TRANSITION (PMM.PAITN1): From over PMM VOR/DME via PMM R-282 to PAITN. Thence....

SAULT STE MARIE TRANSITION (SSM.PAITN1): From over SSM VOR/DME via SSM R-198 to BOHIC then via GRR R-17 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

TRAVERSE CITY TRANSITION (TVC.PAITN1): From over TVC VORTAC via TVC R-193 to BITTR/TVC R-190 to WLTER/TVC 122 DME then via GRR R-260 to PAITN. Thence....

....From over PAITN via OBK VOR/DME R-071 to WYNDE, then via OBK VOR/DME R-071 to FIYER, then via OBK VOR/DME R-071 to ERNNY, then via ORD VOR/DME R-036 to PAPPI, then via ORD VOR/DME R-036 to ORD VOR/DME. Expect radar vectors to final approach course.

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 62905 W04A	APP CRS 042°	Rwy Idg TDZE Apt Elev	7500 658 672
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RNAV (GPS) RWY 4L

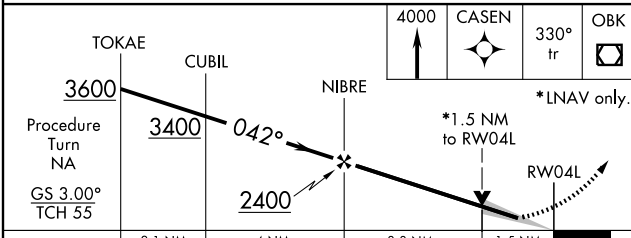
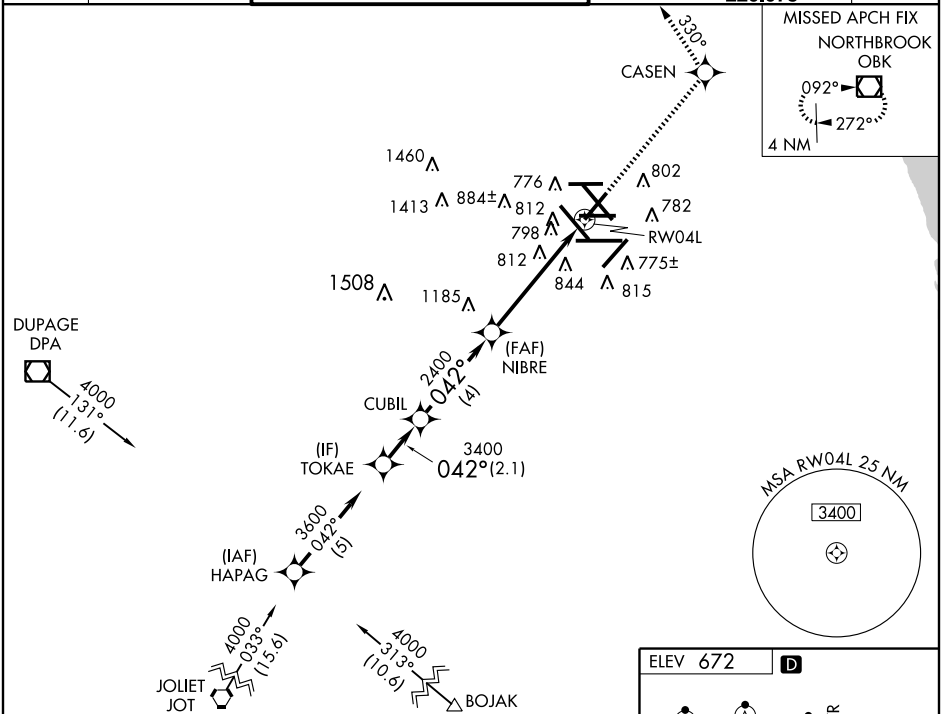
CHICAGO-O'HARE INTL (ORD)

▼

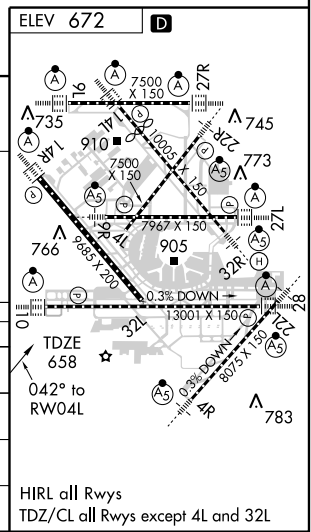
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct
CASEN and via 330° track to NORTHBROOK
VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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CATEGORY	A	B	C	D
LPV DA	908/40		250 (300-¾)	
LNAV/VNAV DA	1097-1½		439 (500-1½)	
LNAV MDA	1180/50	522 (600-1)	1180-1½ 522 (600-1½)	1180-1¾ 522 (600-1¾)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)



APP CRS	Rwy Idg	8075
041°	TDZE	661
	Apt Elev	672

RNAV (GPS) RWY 4R
CHICAGO-O'HARE INTL (ORD)

T DME/DME RNP-0.3 NA. For inoperative MALSR
A NA increase LNAV Cat. A and B visibility to RVR 5000.
 For uncompensated Baro-VNAV systems, LNAV/VNAV
 NA below -16°C (4°F) or above 47°C (116°F).

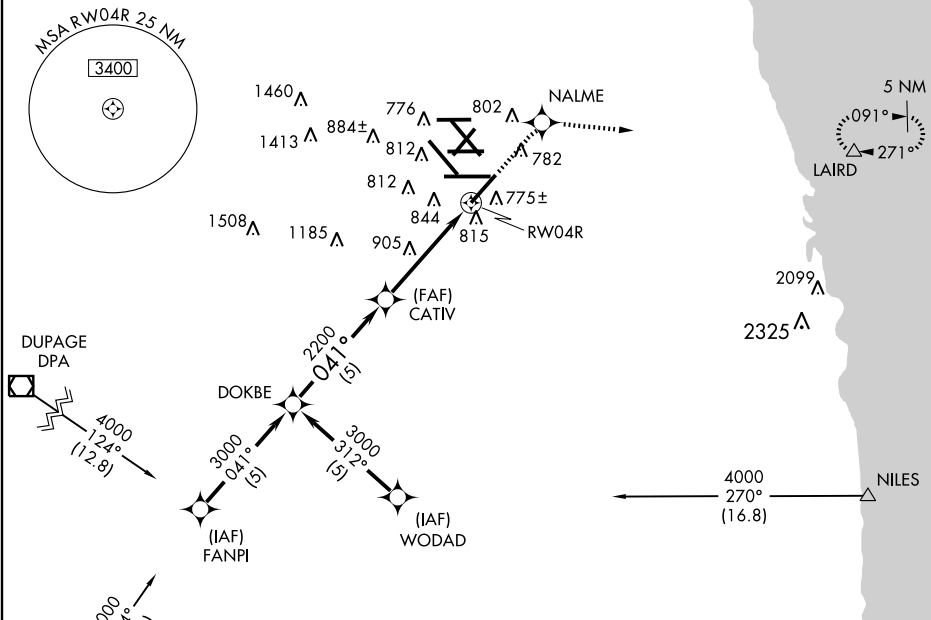
MALSR

MISSED APPROACH: Climb to 4000 via 042° course to NALME WP then direct to LAIRD WP and hold.

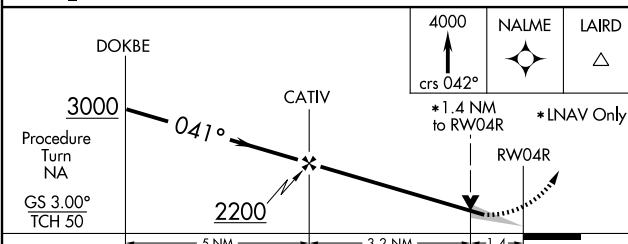
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1
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O'HARE TOWERS
128.15 (NORTH)
120.75 126.9 132.7 348.0 (CENTER)

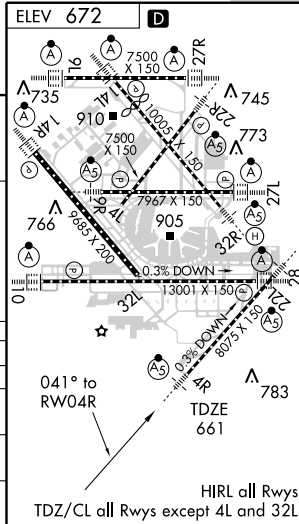
(TWR NORTH)	GND CON	(TWR CENTER)
124.125	121.75 (OBND)	
	121.9 (IBND)	
	226.675	

CLNC DEL
121.6

JOLIET
JOT



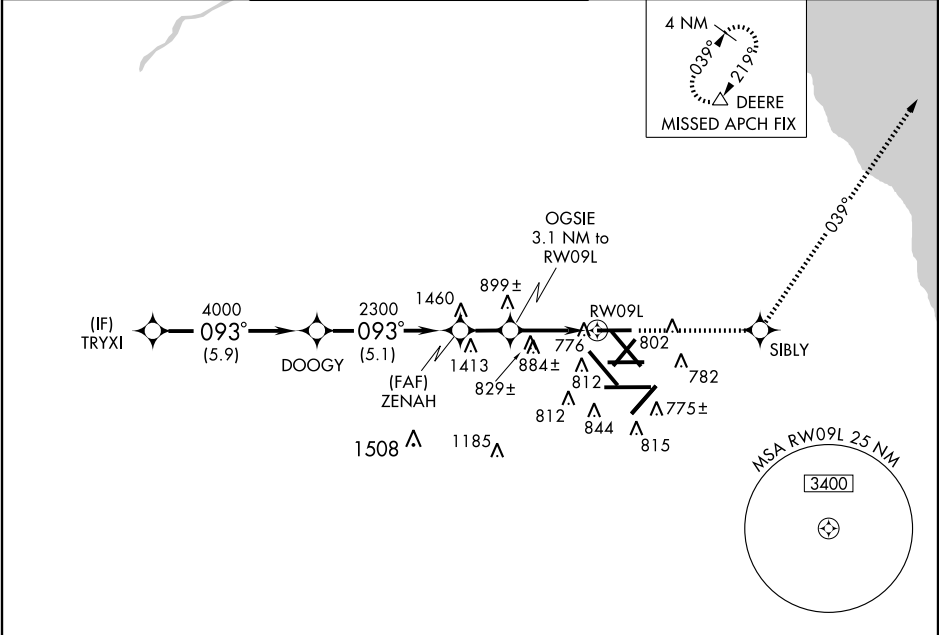
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1136/60 475 (500-1¼)			
LNAV MDA	1160/40 499 (500-¾)			1160/50 499 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

CHICAGO-O'HARE INTL (ORD)
RNAV (GPS) RWY 4R

WAAS CH 99508 W09B	APP CRS 093°	Rwy Idg TDZE 668 Apt Elev 672
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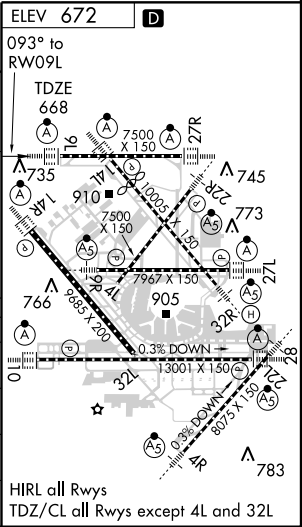
RNAV (GPS) RWY 9L
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.			ALSF-2 	MISSED APPROACH: Climb to 4000 direct SIBLY and via 039° track to DEERE and hold.	
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) 124.125	GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6



RADAR REQUIRED

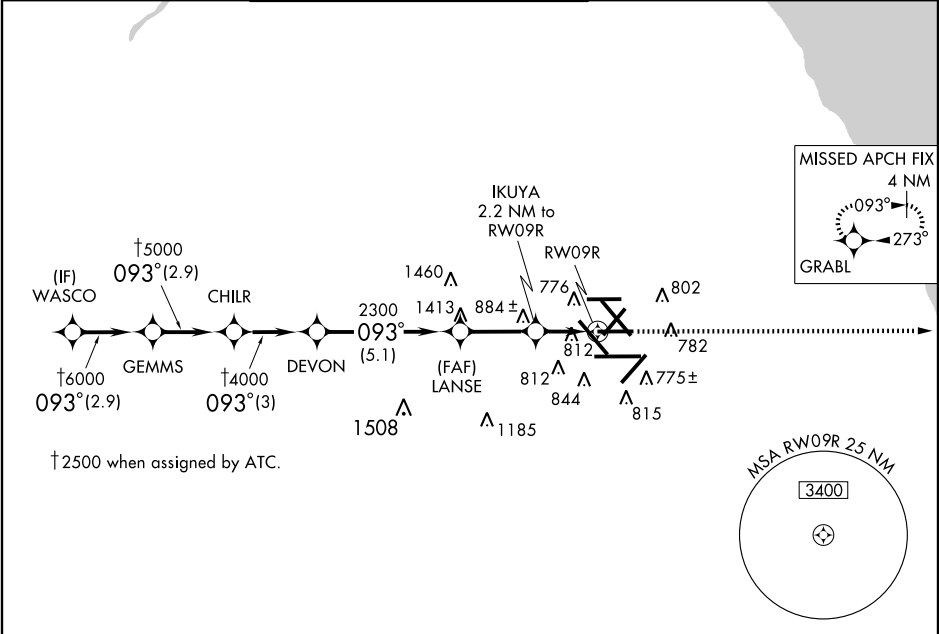
	TRYXI	DOOGY	ZENAH	OGSIE 3.1 NM to RWY09L	SIBLY	039° tr	DEERE
	4000	4000	2300	*1720			
	GS 3.00° TCH 55						
	5.9 NM	5.1 NM	1.8 NM	1.3 NM			
CATEGORY	A	B	C	D			
LPV DA	944/24 276 (300-½)						
LNAV/ VNAV DA	1106/50 438 (500-1)						
LNAV MDA	1140/24	472 (500-½)	1140/40	472 (500-1)	1140/50	472 (500-1)	
CIRCLING	1220-1	548 (600-1)	1220-1½	548 (600-1½)	1240-2	568 (600-2)	



WAAS CH 78204 W09A	APP CRS 093°	Rwy Idg TDZE 660 Apt Elev 672
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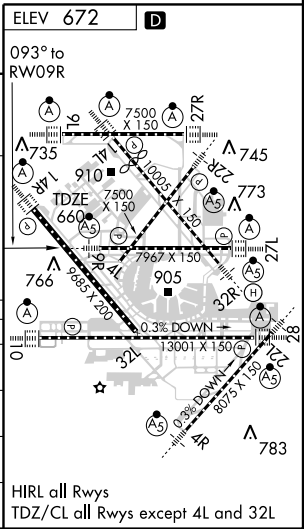
RNAV (GPS) RWY 9R
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.			MALSR 	MISSED APPROACH: Climb to 4000 direct GRABL and hold.	
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) 124.125	GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6



RADAR REQUIRED

WASCO		GEMMS	CHILR	DEVON	LANSE	IKUYA 2.2 NM to RW9R	4000	GRABL
↑7000		↑6000	↑5000	↑4000	2300	*1420		
GS 3.00° TCH 57								
↑2500 when assigned by ATC.								
→ 2.9 NM →		→ 2.9 NM →	→ 3 NM →	→ 5.1 NM →	→ 2.7 NM →	→ 0.9 NM →	→ 1.3 NM →	
CATEGORY	A	B	C	D				
LPV DA	976/24 316 (400-½)							
LNAV/VNAV DA	1097/50 437 (500-1)							
LNAV MDA	1160/24 500 (500-½)	1160/40 500 (500-¾)		1160/50 500 (500-1)				
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)		1240-2 568 (600-2)				



AL-166 (FAA)

WAAS CH 48904 W10A	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 672
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RNAV (GPS) RWY 10
CHICAGO-O'HARE INTL (ORD)

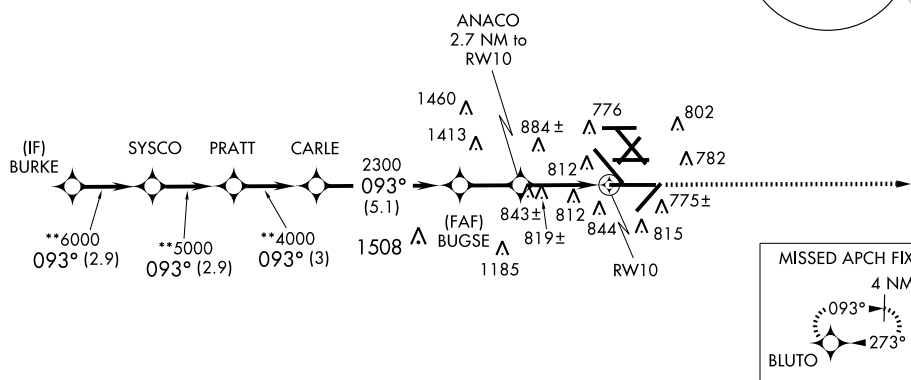
T For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

ALSF-2

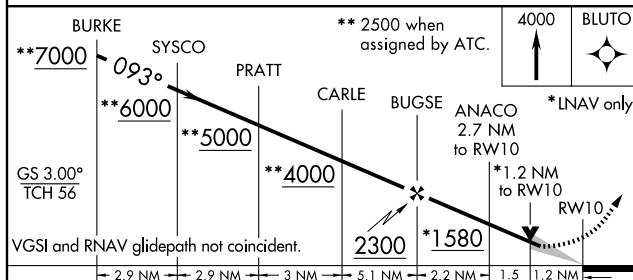
MISSED APPROACH: Climb to 4000 direct BLUTO and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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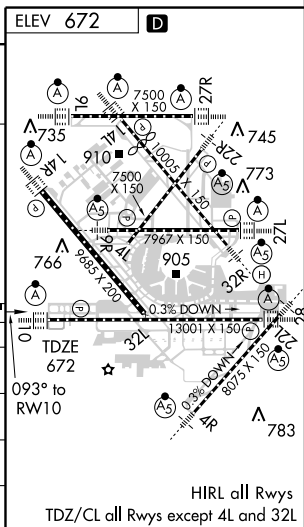
RADAR REQUIRED



**2500 when
assigned by ATC.



CATEGORY	A	B	C	D
LPV DA	922/24 250 (300-½)			
LNAV/ VNAV DA	1119/50 447 (500-1)			
LNAV MDA	1100/24 428 (500-½)	1100/40 428 (500-½)	1100/50 428 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	



CHICAGO, ILLINOIS
Amdt 3A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)
RNAV (GPS) RWY 10

EC-3, 21 OCT 2010 to 18 NOV 2010

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▼

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). For inoperative ALSF-2, increase LPV visibility to RVR 6000 all cats.

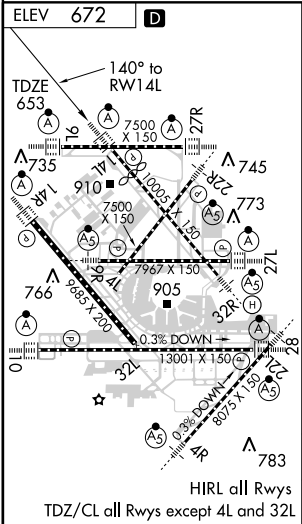
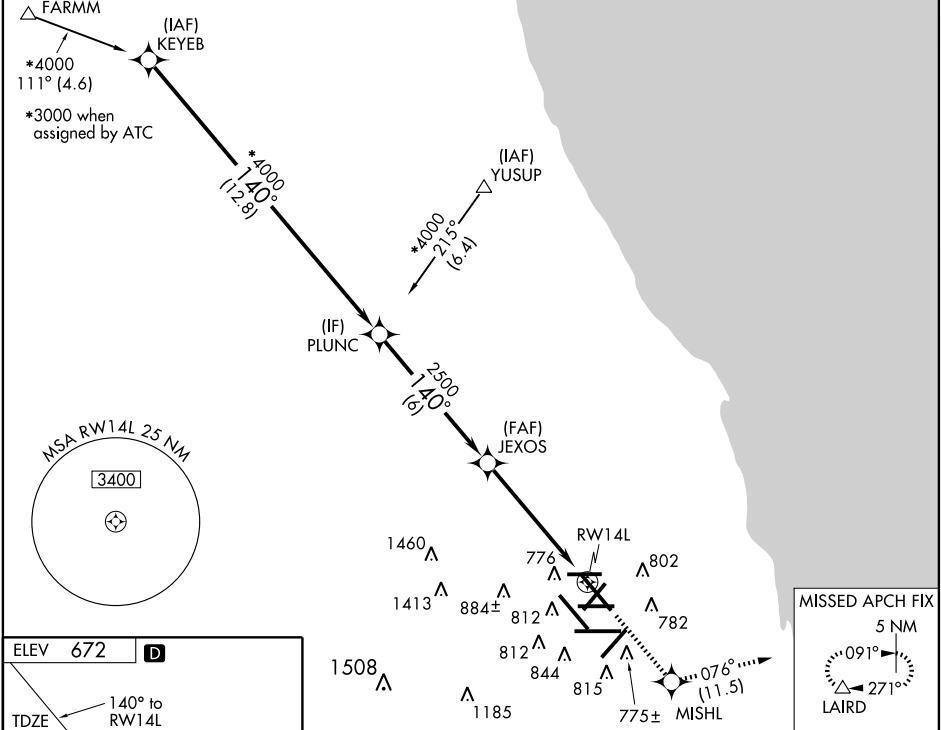
ALSF-2

⬆

⬆

MISSED APPROACH: Climb to 4000 direct MISHL and via 076° track to LAIRD and hold, continue climb-in-hold to 4000.

ATIS 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON 124.125	(TWR CENTER) CON 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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* 3000 when assigned by ATC.				4000	MISHL	076° tr	LAIRD
KEYEB				PLUNC	JEXOS	# LNAV only	
*4000				*4000	140°	# 1.4 NM to RW14L	
Procedure Turn NA				2500	140°	RW14L	
GS 3.00° TCH 58				12.8 NM	6 NM	4.2 NM	1.4 NM
CATEGORY	A	B	C	D			
LPV DA	1025/40 372 (400-¾)						
LNAV/ VNAV	1160/60 507 (500-1¼)						
LNAV MDA	1160/24 507 (500-½)		1160/50 507 (500-1)				
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-½)		1240-2 568 (600-2)		

WAAS CH 93603 W14B	APP CRS 143°	Rwy Idg TDZE Apt Elev	8650 668 672
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RNAV (GPS) RWY 14R

CHICAGO-O'HARE INTL (ORD)

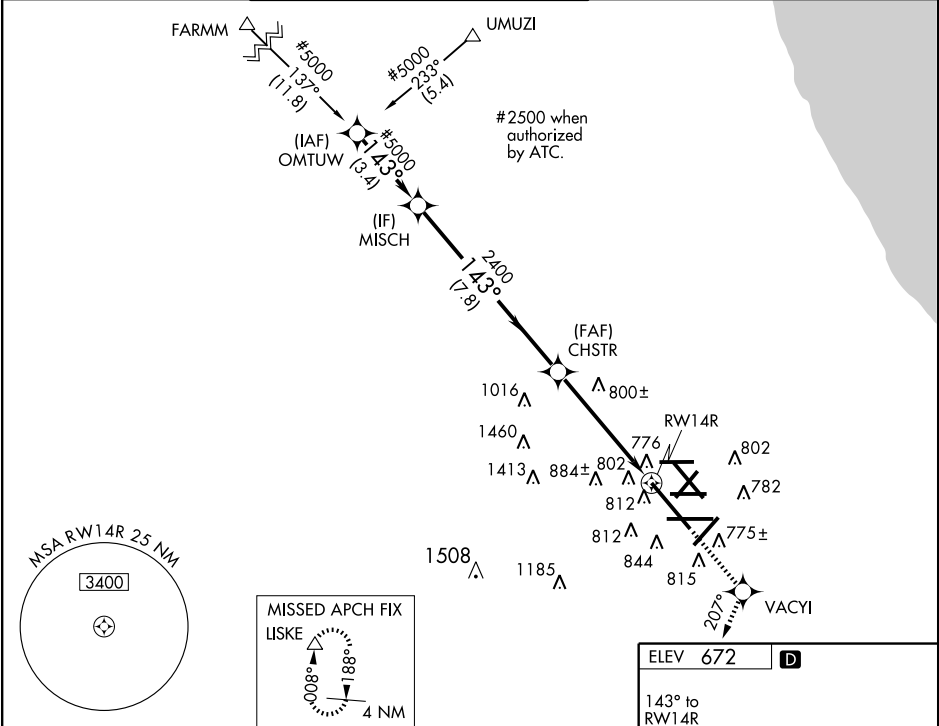
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

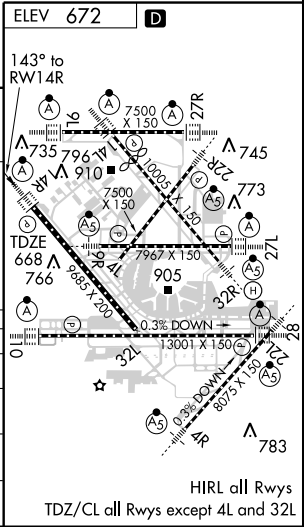
ALSF-2

MISSED APPROACH: Climb to 4000 direct VACYI and on track 207° to LISKE and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 126.9 132.7 390.9 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 348.6	CLNC DEL 121.6
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Procedure Turn NA	VGSI and RNAV glidepath not coincident.		4000	VACYI	tr 207°	LISKE
OMTUW	MISCH	CHSTR	*LNAV only			
# 5000	# 5000	2400	*1.4 NM to RWY14R			
#2500 when authorized by ATC.	GS 3.00° TCH 56	2400	RWY14R			
3.4 NM		7.8 NM	3.8 NM	1.4 NM		
CATEGORY	A	B	C	D		
LPV DA	868/24		200 (200-½)			
LNAV/VNAV DA	1066/40		398 (400-¾)			
LNAV MDA	1180/24	512 (600-½)	1180/50	512 (600-1)	1180/60	512 (600-¼)
CIRCLING	1220-1	548 (600-1)	1220-½	548 (600-½)	1240-2	568 (600-2)



WAAS CH 90504 W22A	APP CRS 223°	Rwy Idg TDZE Apt Elev	7500 651 672
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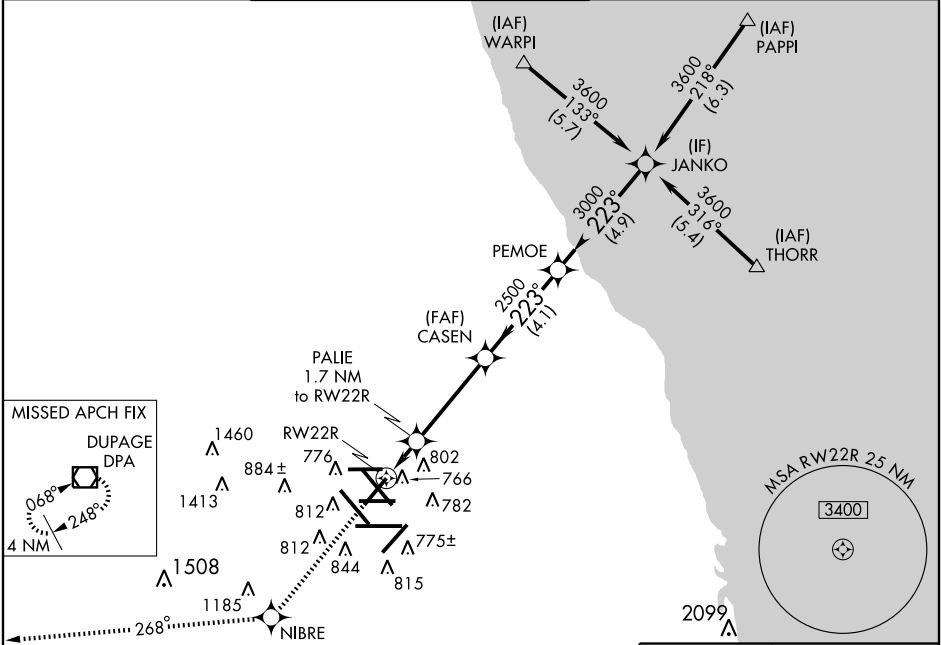
RNAV (GPS) RWY 22R
CHICAGO-O'HARE INTL (ORD)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

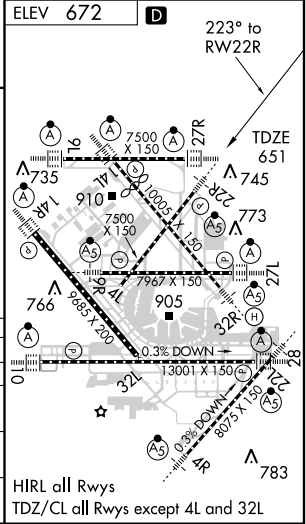
MALSR

MISSED APPROACH: Climb to 4000 direct NIBRE and via 268° track to DUPAGE VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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4000	NIBRE	268° tr	DPA	
* LNAV only	PALIE 1.7 NM to RW22R			
RW22R		CASEN	PEMOE	JANKO
	1.7 NM	3.9 NM	4.1 NM	4.9 NM
		*1240	2500	3600
			223°	
			3000	
			GS 3.00° TCH 52	
			VGSI and RNAV glidepath not coincident.	Procedure Turn NA
CATEGORY	A	B	C	D
LPV DA	927/24		276 (300-½)	
LNAV/ VNAV DA	1111/50		460 (500-1)	
LNAV MDA	1120/24	469 (500-½)	1120/40 469 (500-¾)	1120/50 469 (500-1)
CIRCLING	1220-1	548 (600-1)	1220-½ 548 (600-1½)	1240-2 568 (600-2)



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CHICAGO, ILLINOIS

AL-166 (FAA)

WAAS CH 77804 W27A	APP CRS 273°	Rwy Idg TDZE Apt Elev	7967 653 672
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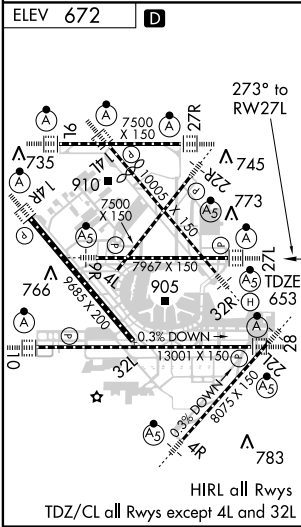
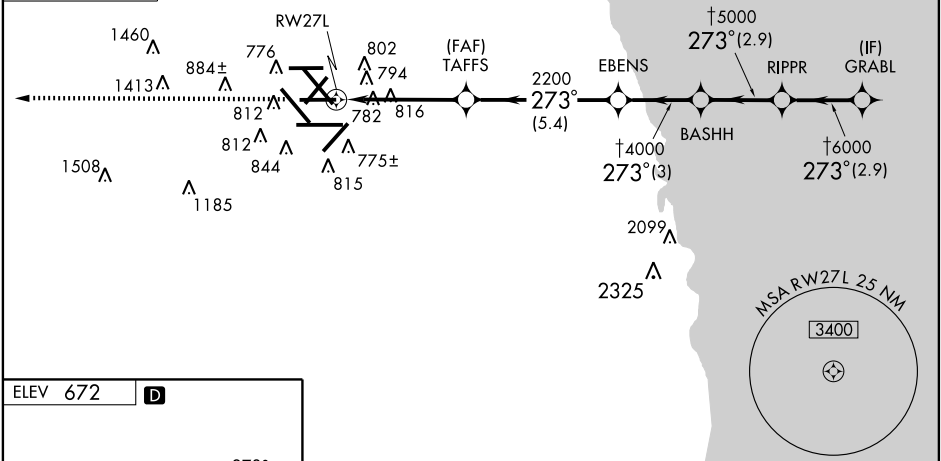
RNAV (GPS) RWY 27L
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.			ALSF-2 	MISSED APPROACH: Climb to 4000 direct WASCO and hold.	
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)		(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6

RADAR REQUIRED

MISSED APCH FIX
WASCO

093°
273°
4 NM



4000 WASCO		VGSI and RNAV glidepath not coincident.		GRABL	
*LNAV only		*1.3 NM to RW27L		273°	
RW27L		TAFSS		EBENS	
1.3 NM		3.4 NM		5.4 NM	
2200		BASHH		RIPPR	
14000		5000		6000	
1.3 NM		3.4 NM		2.9 NM	
273°		7000		GS 3.00°	
TCH 52		↑ 2500 when assigned by ATC.			
CATEGORY	A	B	C	D	
LPV DA	935/24 282 (300-½)				
LNAV/VNAV DA	1111/50 458 (500-1)				
LNAV MDA	1120/24	467 (500-½)	1120/40 467 (500-¾)	1120/50 467 (500-1)	
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	

CHICAGO, ILLINOIS
Amdt 2 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)
RNAV (GPS) RWY 27L

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EC-3, 21 OCT 2010 to 18 NOV 2010

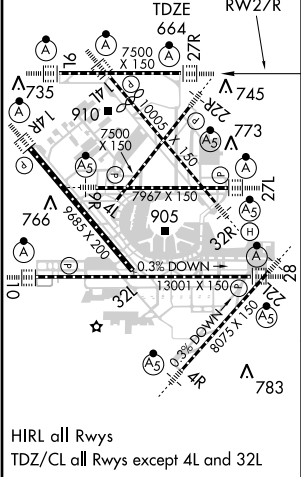
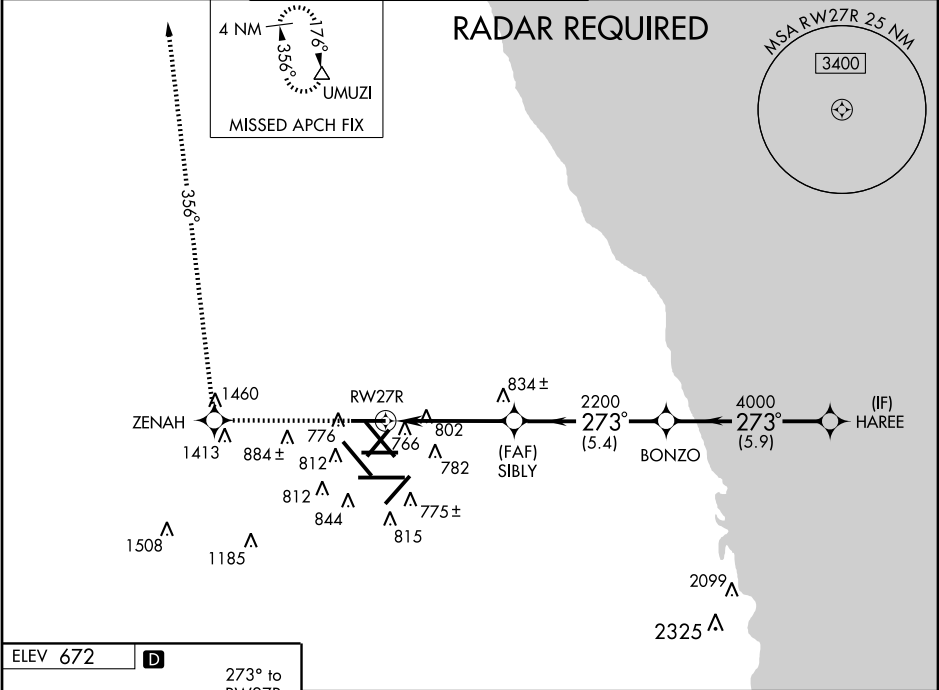
▼

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to
4000 direct ZENAH and via
356° track to UMUZI and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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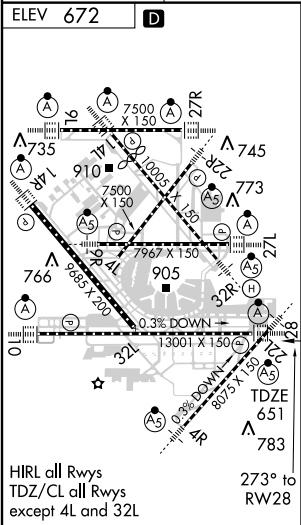
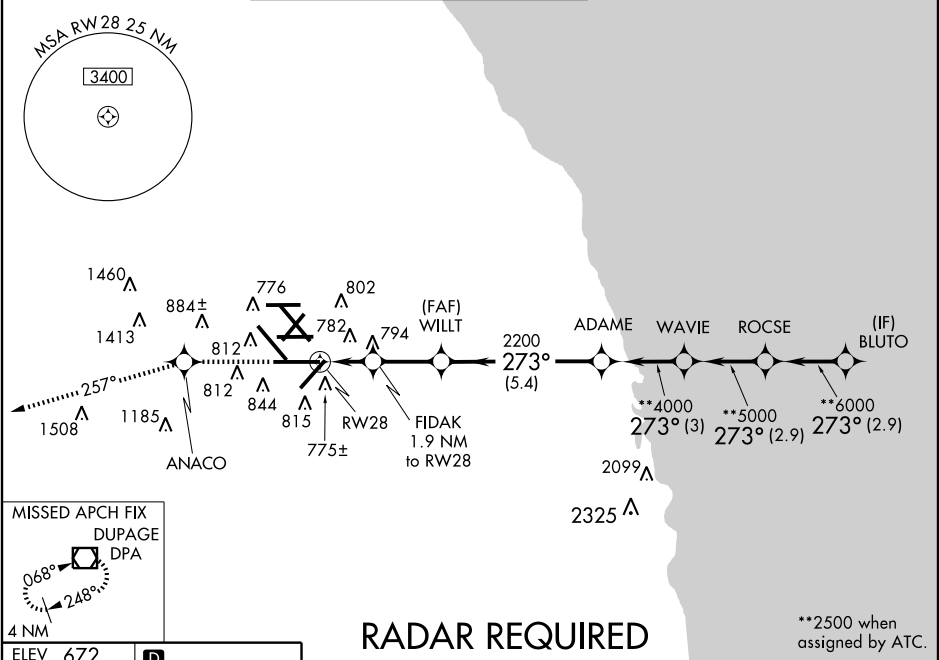
4000	ZENAH	356° tr	UMUZI	
* LNAV only				
CATEGORY	A	B	C	D
LPV DA	977/24 313 (400-½)			
LNAV/VNAV DA	1063/40 399 (400-¾)			
LNAV MDA	1100/24 436 (500-½)	1100/40 436 (500-¾)	1100/50 436 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	




WAAS CH 42804 W28A	APP CRS 273°	Rwy Idg TDZE 651 Apt Elev 672
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RNAV (GPS) RWY 28
CHICAGO-O'HARE INTL (ORD)

⚠ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct ANACO and via 257° track to DPA VOR/DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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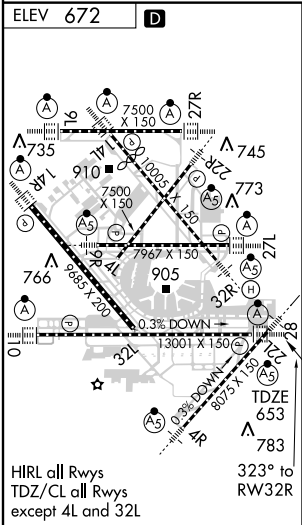
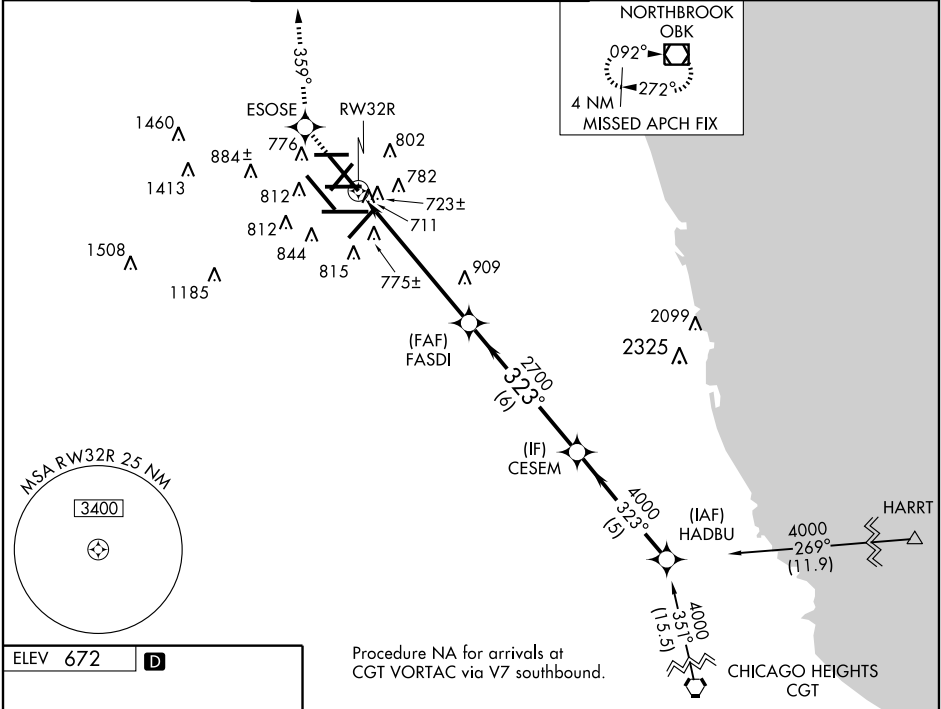
4000 ↑	ANACO 	257° tr	DPA 						
*LNAV only				WAVIE	ROCSE	BLUTO	**7000		
FIDAK 1.9 NM to RW28				WILLT	ADAME				
*1.2 NM to RW28				**4000	**5000	**6000			
RW28 				*1300	**2500 when assigned by ATC.		GS 3.00° TCH 51		
1.2 NM				0.7	2.7 NM	5.4 NM	3 NM	2.9 NM	2.9 NM
CATEGORY		A		B		C		D	
LPV DA		945/24		294 (300-½)					
LNAV/ VNAV		1133/60		482 (500-1¼)					
LNAV MDA		1100/24	449 (500-½)	1100/40 449 (500-¾)		1100/50 449 (500-1)			
CIRCLING		1220-1	548 (600-1)	1220-1½ 548 (600-1½)		1240-2 568 (600-2)			


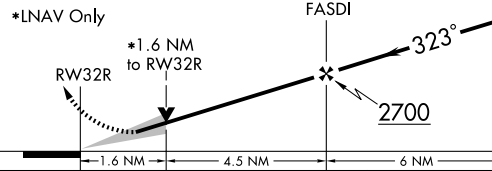
WAAS CH 69504 W32A	APP CRS 323°	Rwy Idg TDZE 653 Apt Elev 672
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RNAV (GPS) RWY 32R
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative MALSRS, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.	MALSRS 	MISSED APPROACH: Climb to 4000 direct ESOSE and right turn via 359° track to OBK VOR/DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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4000	ESOSE	 359° tr	OBK				
*LNAV Only				FASDI	CESEM	4000	
				Procedure Turn NA GS 3.00° TCH 55			
CATEGORY	A		B		C		D
LPV DA	928/24 275 (300-½)						
LNAV/ VNAV DA	1073/50 420 (500-1)						
LNAV MDA	1220/24 567 (600-½)				1220/50 567 (600-1)		1220/60 567 (600-1¼)
CIRCLING	1220-1 548 (600-1)				1220-1½ 548 (600-½)		1240-2 568 (600-2)

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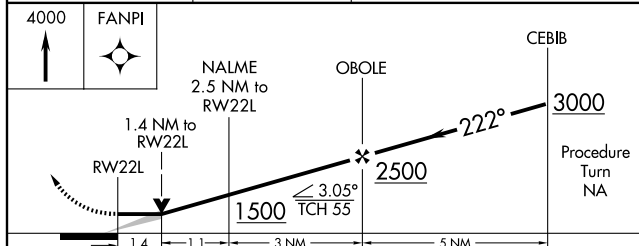
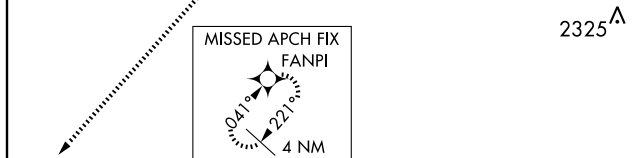
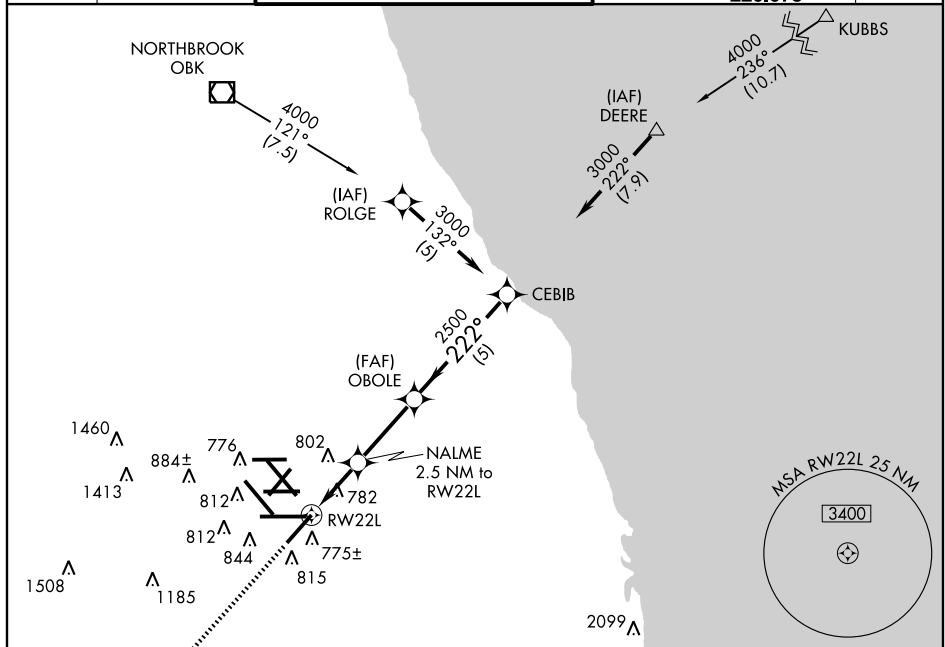
EC-3, 21 OCT 2010 to 18 NOV 2010

AL-166 (FAA)

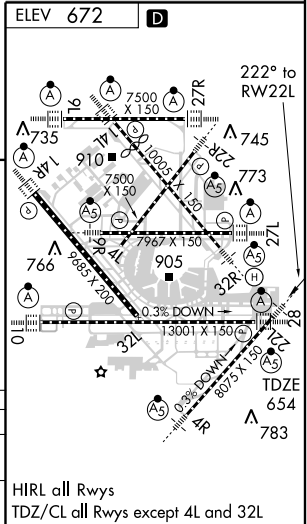
APP CRS 222°	Rwy Idg TDZE Apt Elev	8075 654 672
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RNAV (GPS) Y RWY 22L
CHICAGO-O'HARE INTL (ORD)

<div><div><div></div><div>NA</div></div></div> <div>DME/DME RNP-0.3 NA.</div>		<div><div><div></div><div>MALS R</div></div></div>	MISSED APPROACH: Climb to 4000 direct FANPI and hold.		
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)		(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (GBND) 121.9 (IBND) 226.675	CLNC DEL 121.6



CATEGORY	A	B	C	D
LNAV MDA	1160/24	506 (500-½)	1160/50	506 (500-1)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)



CHICAGO, ILLINOIS
Orig-C 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)
RNAV (GPS) Y RWY 22L

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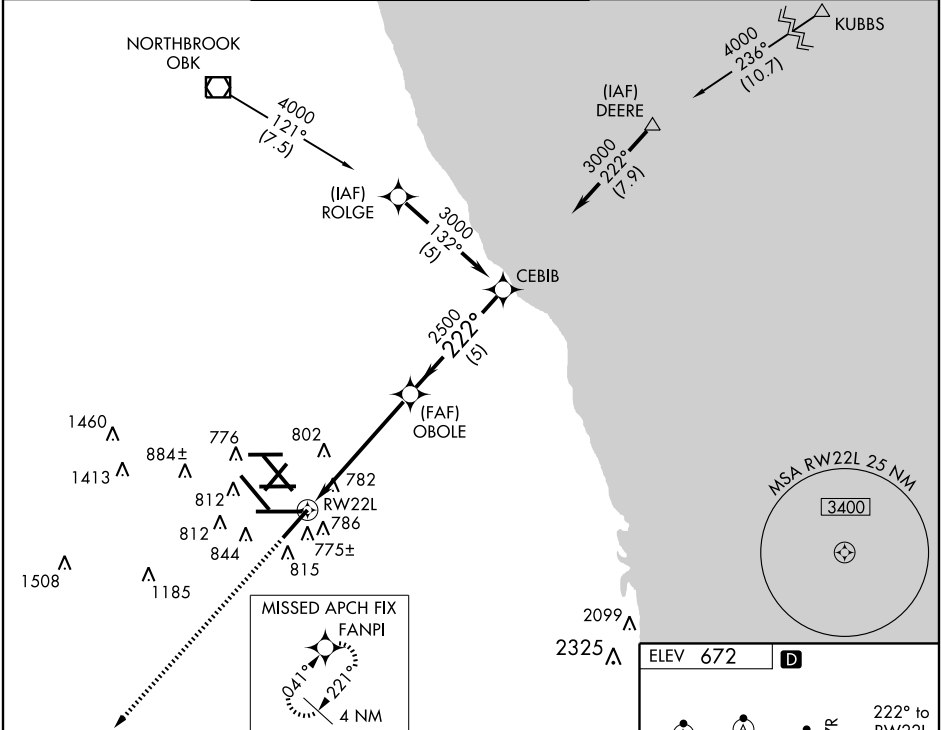
NA

For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C (4°F) or above
47°C (116°F). DME/DME RNP-0.3 NA.

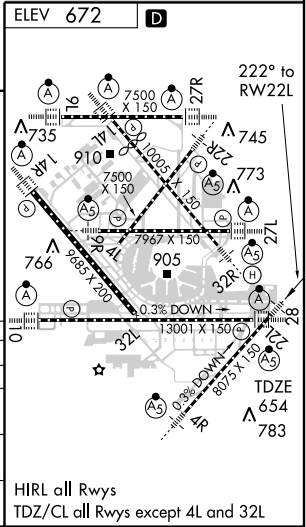
MALSR

MISSED APPROACH: Climb to 4000
via 222° course to FANPI WP and hold.

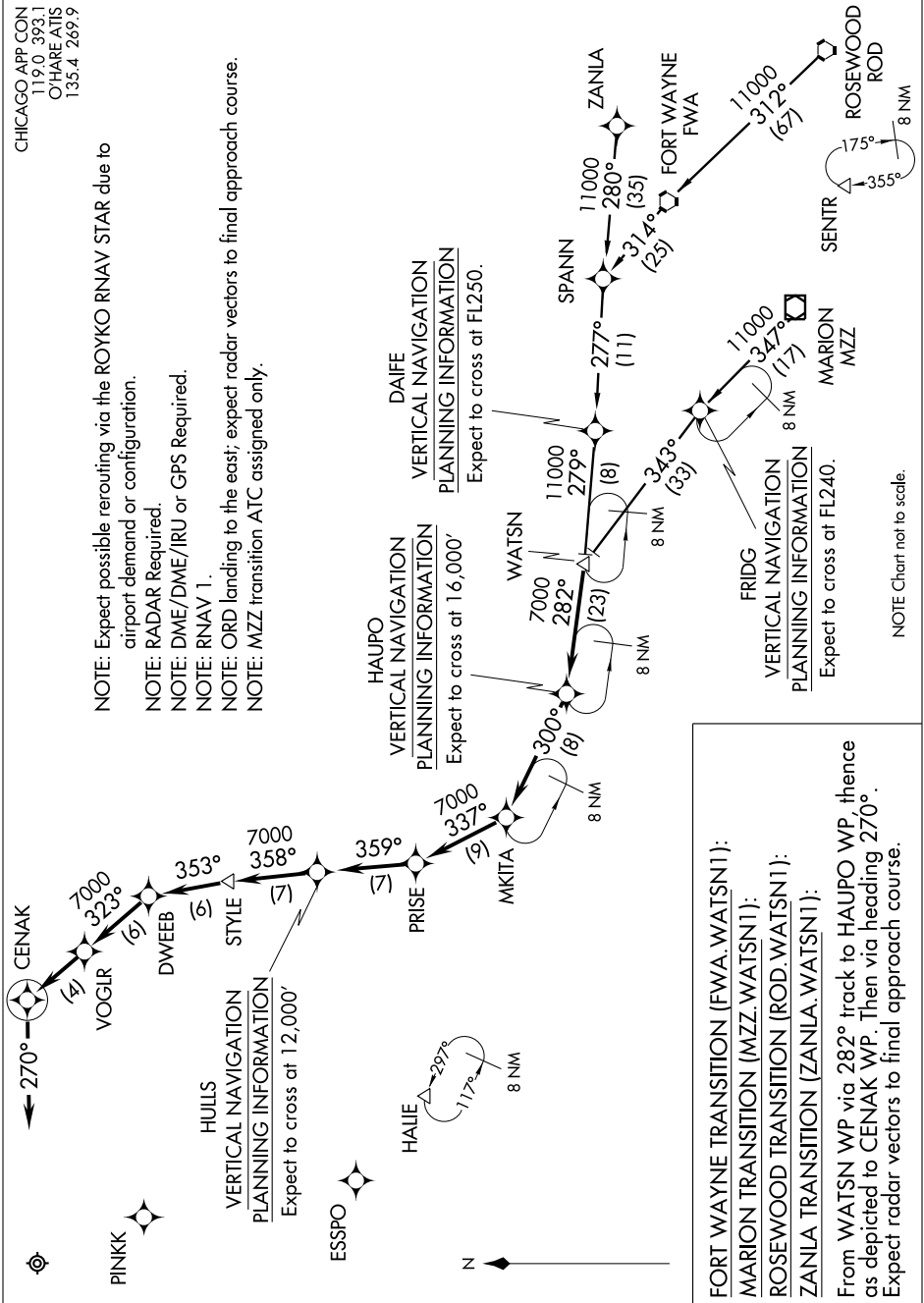
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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4000	FANPI	CEBIB
crs 222°		
*LNAV only		
RW22L	*1.6 NM to RW22L	3000
		Procedure Turn NA
		GS 3.00°
		TCH 55
	1.6	3.9 NM
		5 NM
CATEGORY	A	B
GLS PA DA		NA
LNAV/VNAV DA		1060/50 406 (400-1)
LNAV MDA	1220/24 566 (600-1/2)	1220/50 566 (600-1)
CIRCLING	1220-1 548 (600-1)	1220-1/2 548 (600-1/2)



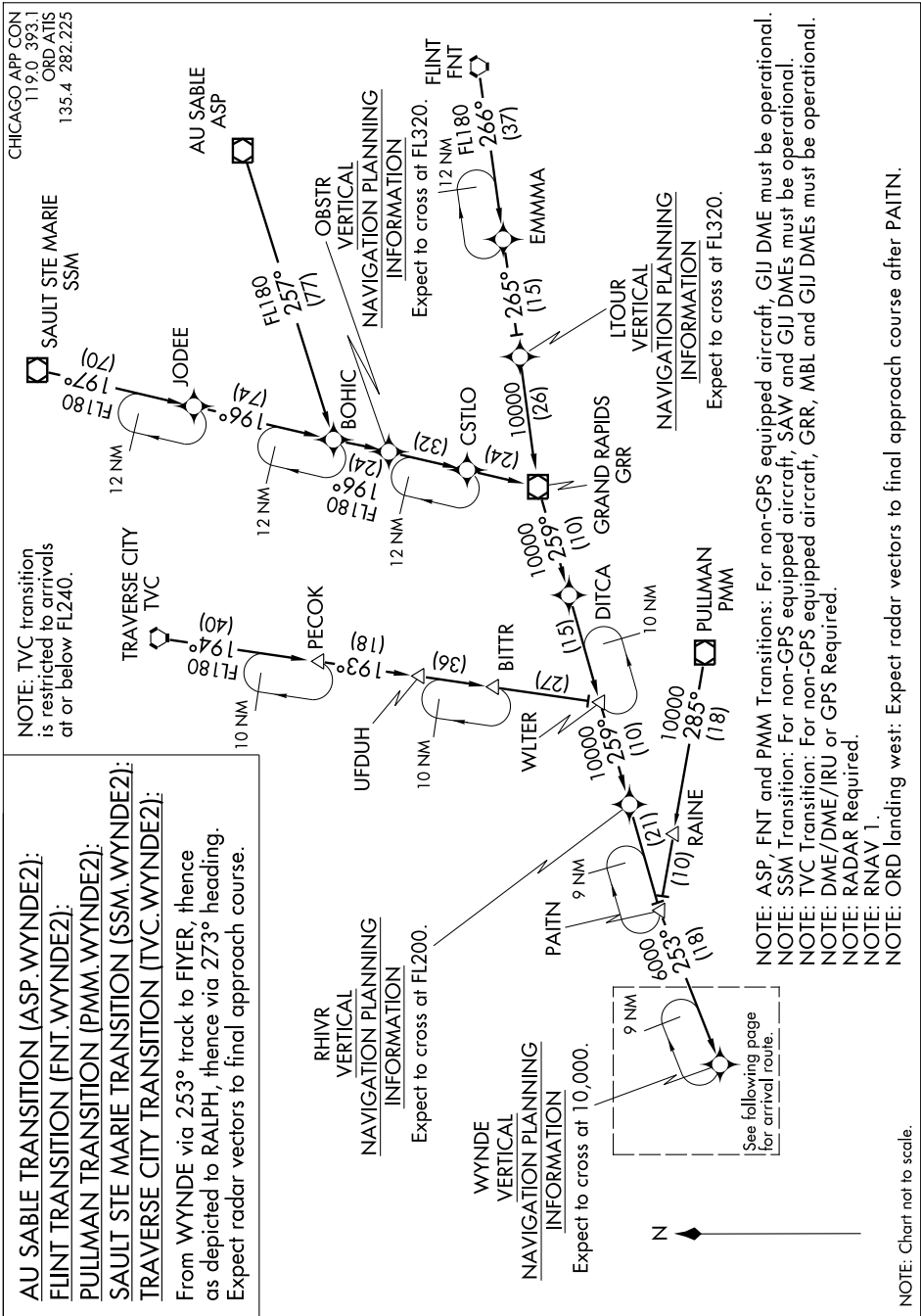
EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

WYNDE TWO ARRIVAL (RNAV) Transition Routes

EC-3, 21 OCT 2010 to 18 NOV 2010



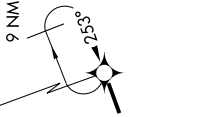
WYNDE TWO ARRIVAL (RNAV) Transition Routes

EC-3, 21 OCT 2010 to 18 NOV 2010

CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 282.225



WYNDE
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect to cross at 10000'



6000
253°
(10)

FIYER

(10)

ERNNY

(5)

221°

PAPPI

(14)

VULCN

273°

(10)

KURKK
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect to cross at 7000'

BAMBB
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect to cross at 4000'

(11)

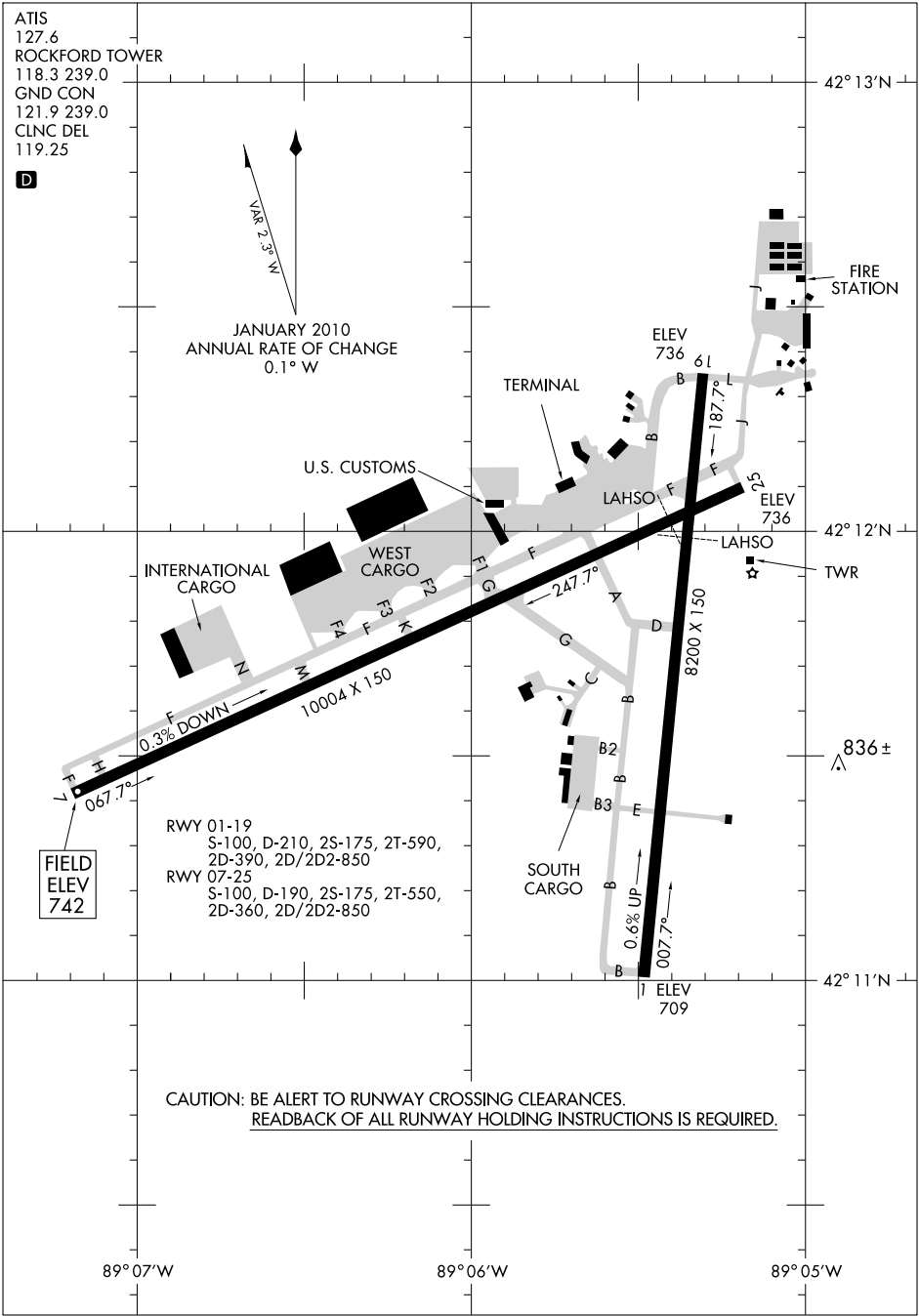
RALFE
4000

(14)

AGASI

NOTE: Chart not to scale.

EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

CHICAGO/ROCKFORD INTL (RFD) 68 NW UTC-6(-5DT) N42°11.72' W89°05.83'
 742 B S4 FUEL 100LL JET A, A1+ OX 1, 2, 3, 4 LRA ARFF Index—See Remarks
 NOTAM FILE RFD

CHICAGO

H-5D, L-28H
 IAP, AD

RWY 07-25: H10004X150 (ASPH-CONC-GRVD) S-100, D-190

2D-360, 2D/2D2-850 HIRL CL

RWY 07: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68'. Trees.
 0.3% down.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 37'. Tree.

RWY 01-19: H8200X150 (ASPH-GRVD) S-100, D-210 2D-390,
 2D/2D2-850 HIRL CL

RWY 01: MALSR. TDZL. Road. 0.6% up.

RWY 19: REIL. VASI(V6L)—Upper GA 3.25° TCH 90'.

Lower GA 3.0° TCH 50'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	07-25	6000
RWY 07	01-19	8800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-8199 TODA-8199 ASDA-8199 LDA-8199

RWY 19: TORA-8199 TODA-8199 ASDA-8099 LDA-8099

AIRPORT REMARKS:

Attended continuously. Birds and Deer on and in/ov arpt. Rwy 07 RVR touchdown, midpoint and rollout avbl. Class I, ARFF Index C. ARFF Index E equipment avbl with one hr PPR call 815-969-4011. US customs office rqr 2 hr advance notice during business hrs Mon-Fri 1430-2300Z†. US Customs user fee arpt. Request for U.S. Customs svc on weekends should be received by 2300Z† Fri. Ldg fee. Twy L identifying sign on Twy J NSTD.

WEATHER DATA SOURCES: ASOS (815) 399-0627.

COMMUNICATIONS: ATIS 127.6 UNICOM 122.95

ROCKFORD RCO 122.65 (KANKAKEE RADIO)

Ⓡ **ROCKFORD APP/DEP CON** 126.0 (West) 121.0 (East)

ROCKFORD TOWER 118.3 **CLNC DEL** 119.25 **GND CON** 121.9

TRSA svc ctc **APP CON**.

RADIO AIDS TO NAVIGATION: NZTAM FILE RFD.

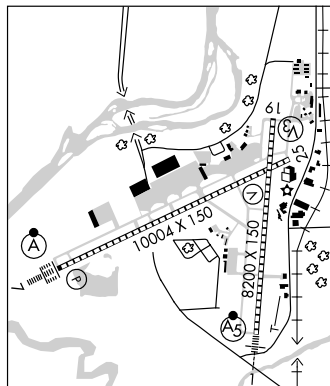
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53' W89°11.96' 111° 4.9 NM to fld. 868/1E.

GILMY NDB (LOM) 275 RF N42°06.86' W89°05.92' 001° 4.9 NM to fld.

ILS/DME 109.3 I-RFD Chan 30 Rwy 01. Class IE. LOM GILMY NDB.

ILS 109.55 I-UDY Rwy 07. Class IIIE.

ASR



CHICAGO/ROMEOVILLE

LEWIS UNIVERSITY (LOT) 20 SW UTC-6(-5DT) N41°36.49' W88°05.77'

CHICAGO

COPTER

H-5E, L-28H, A
 IAP

679 B S4 FUEL 100LL, JET A NOTAM FILE LOT

RWY 02-20: H6500X100 (CONC-GRVD) D-99 MIRL 0.3% up S

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 20: REIL. PAPI(P4L)—GA 3.2° TCH 40'.

RWY 09-27: H5696X75 (ASPH-PFC) MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 41'.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 196'. Tree.

AIRPORT REMARKS: Attended 1300-0300Z†. Twy A clsd indef. N parking ramp clsd to all multi engine acft. Birds on and in/ov arpt.

Rotating bcn OTS indef. MIRL Rwy 02-20 and Rwy 09-27 preset on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE REIL Rwy 02, Rwy 20, Rwy 09 and Rwy 27 and PAPI Rwy 02, Rwy 20, Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (815) 588-4802.

COMMUNICATIONS: CTAF/UNICOM 122.8

JOLIET RCO 122.5 122.1R 112.3T (KANKAKEE RADIO).

Ⓡ **CHICAGO APP/DEP CON** 119.35

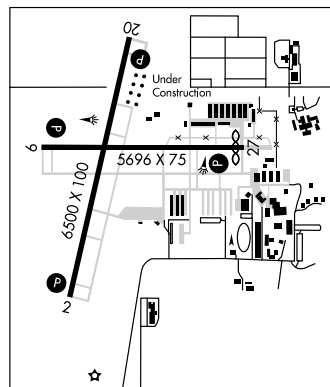
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'


W88°19.10' 068° 10.7 NM to fld. 592/2E.

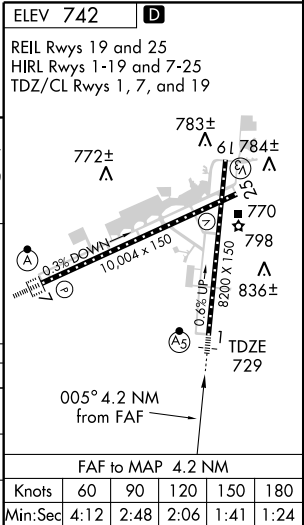
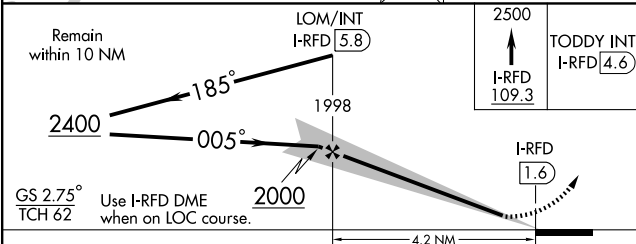
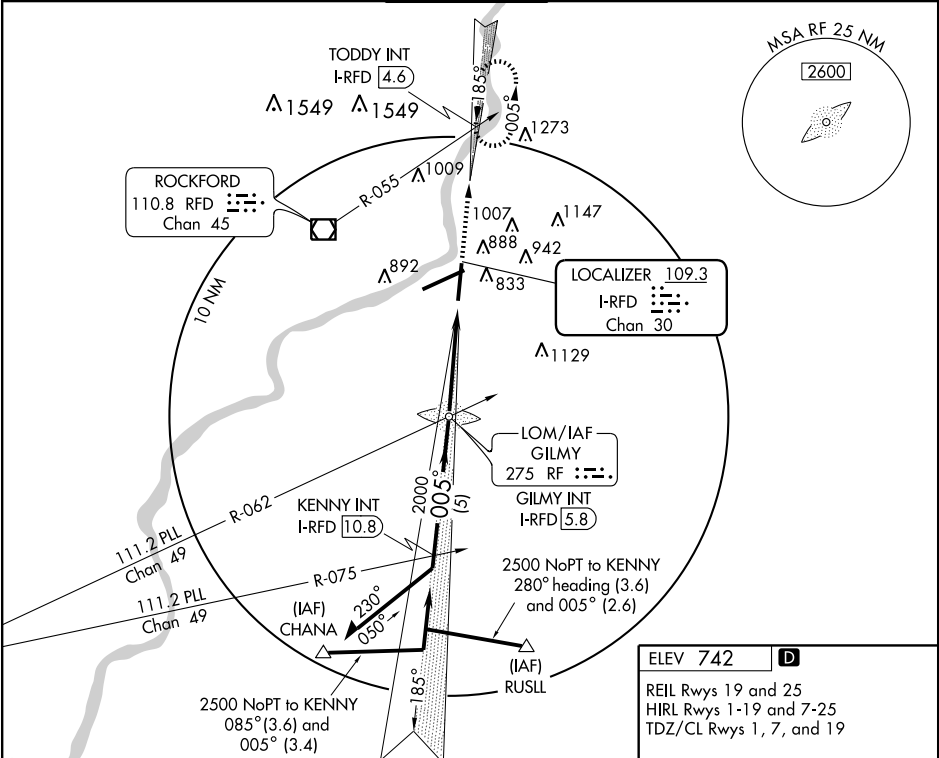
ILS/DME 111.95 I-LOT Chan 56Y Rwy 09. LOC only.

ILS/DME 108.55 I-JQH Chan 22Y Rwy 02. LOC only.



LOC/DME I-RFD 109.3 Chan 30	APP CRS 005°	Rwy Idg 8199 TDZE 729 Apt Elev 742
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ASR		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 2500 via I-RFD North course to TODDY Int/I-RFD 4.6 DME and hold.		
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95

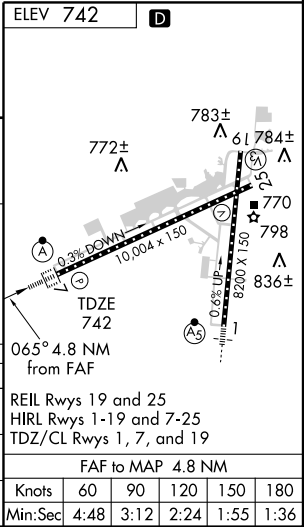
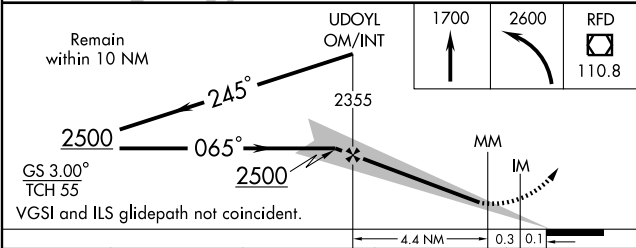
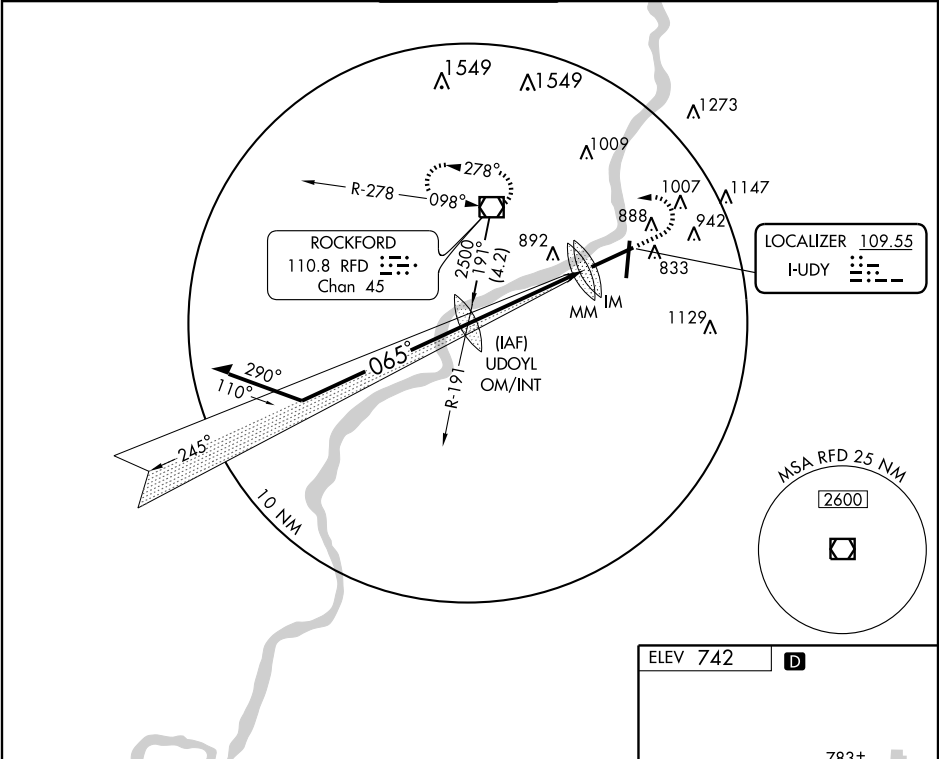


CATEGORY	A	B	C	D
S-ILS 1	929/24		200 (200-½)	
S-LOC 1	1140/24	411 (400-½)	1140/40	411 (400-¾)
CIRCLING	1220-1 484 (500-1)	1240-1 504 (600-1)	1240-1½ 504 (600-1½)	1320-2 584 (600-2)

LOC I-UDY 109.55	APP CRS 065°	Rwy Idg 10004 TDZE 742 Apt Elev 742
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ILS or LOC RWY 7
CHICAGO/ROCKFORD INTL (RFD)

ASR	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.			
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95

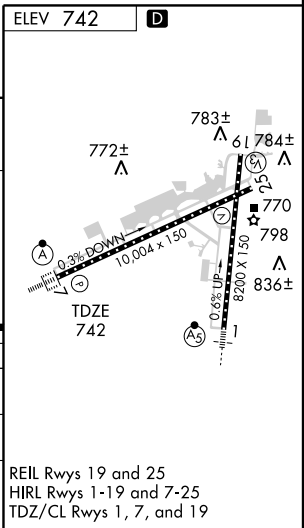
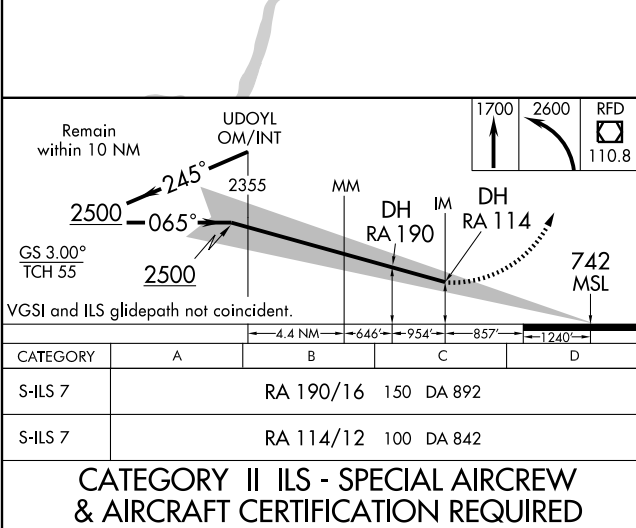
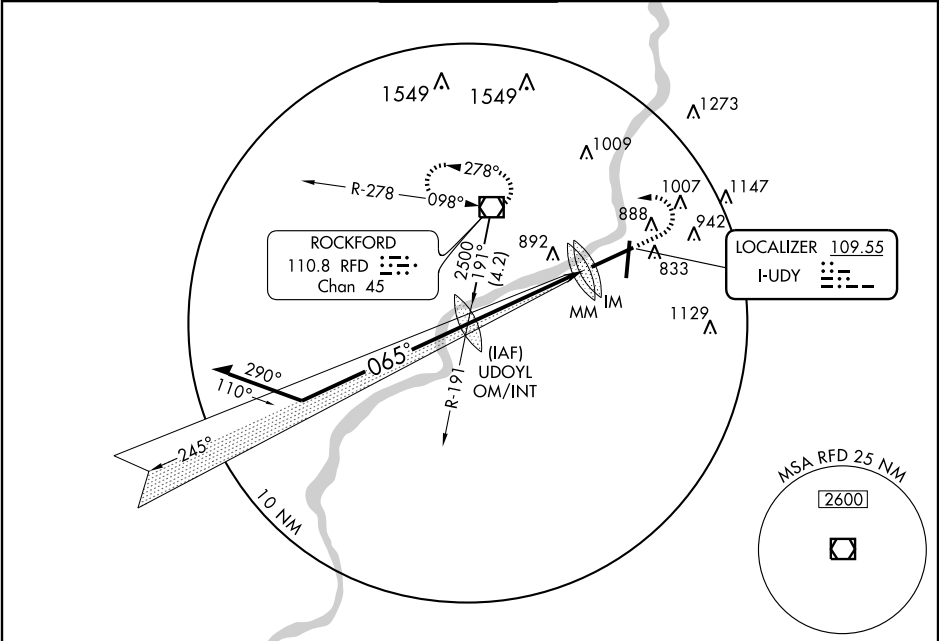


CATEGORY	A	B	C	D
S-ILS 7	942/18		200 (200-½)	
S-LOC 7	1200/24	458 (500-½)	1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

LOC I-UDY	APP CRS	Rwy Idg	10004
109.55	065°	TDZE	742
		Apt Elev	742

ILS RWY 7 (CAT II)
CHICAGO/ROCKFORD INTL (RFD)

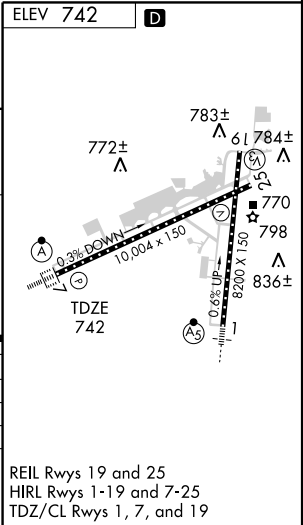
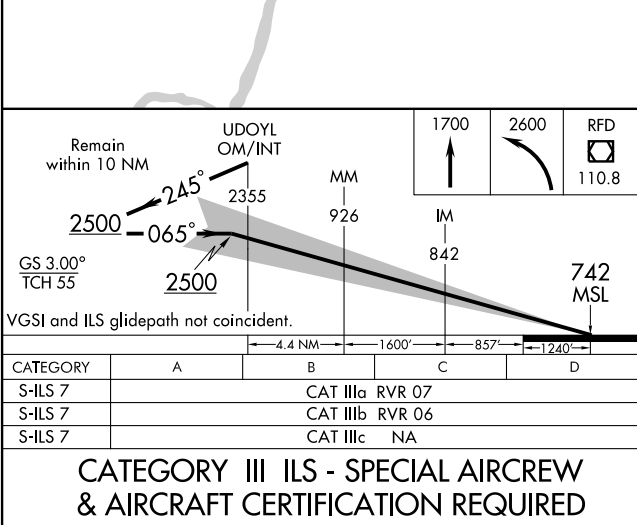
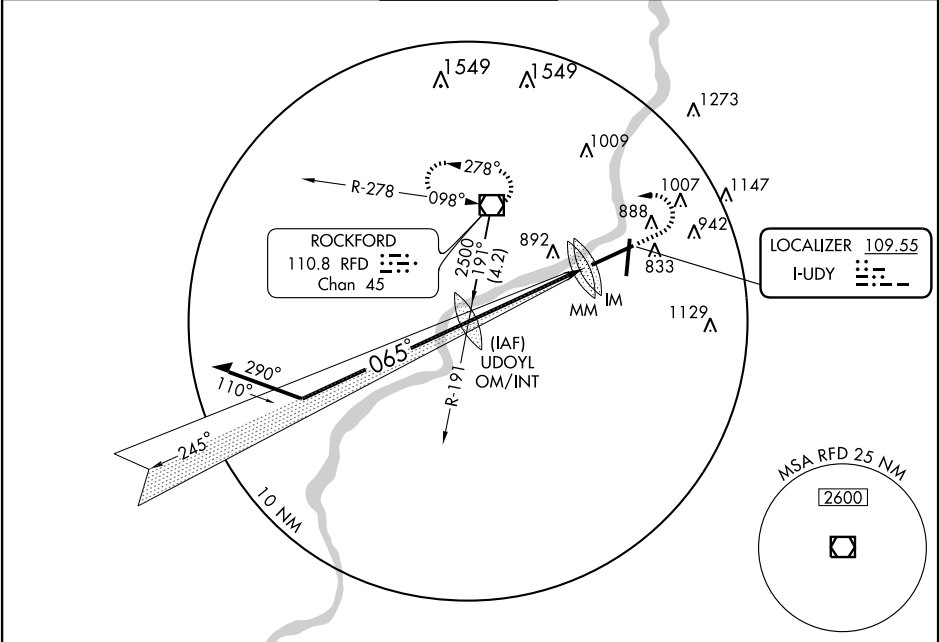
ASR		ALSF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.		
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95



LOC I-UDY	APP CRS	Rwy Idg	10004
109.55	065°	TDZE	742
		Apt Elev	742

ILS RWY 7 (CAT III)
CHICAGO/ROCKFORD INTL (RFD)

ASR		ALSf-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.		
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

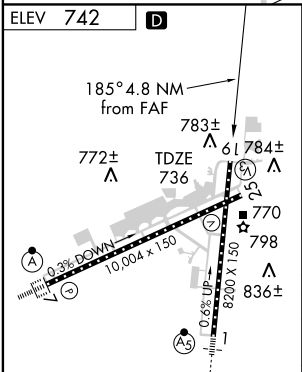
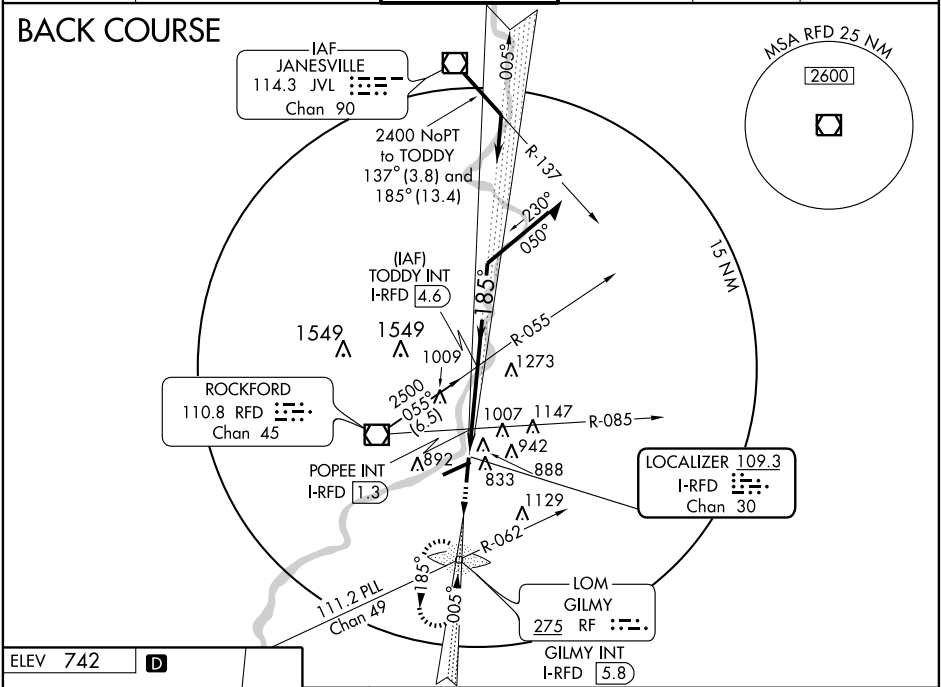
LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC/DME I-RFD	APP CRS	Rwy Idg	8099
109.3	185°	TDZE	736
Chan 30		Apt Elev	742


ASR	MISSED APPROACH: Climb to 2500 via I-RFD LOC S course to GILMY LOM/Int/I-RFD 5.8 DME and hold.				
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ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95

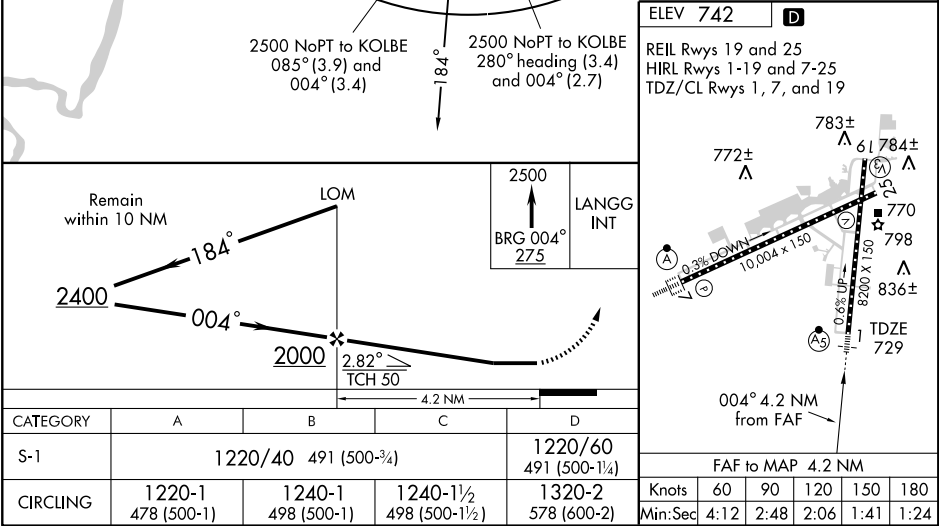
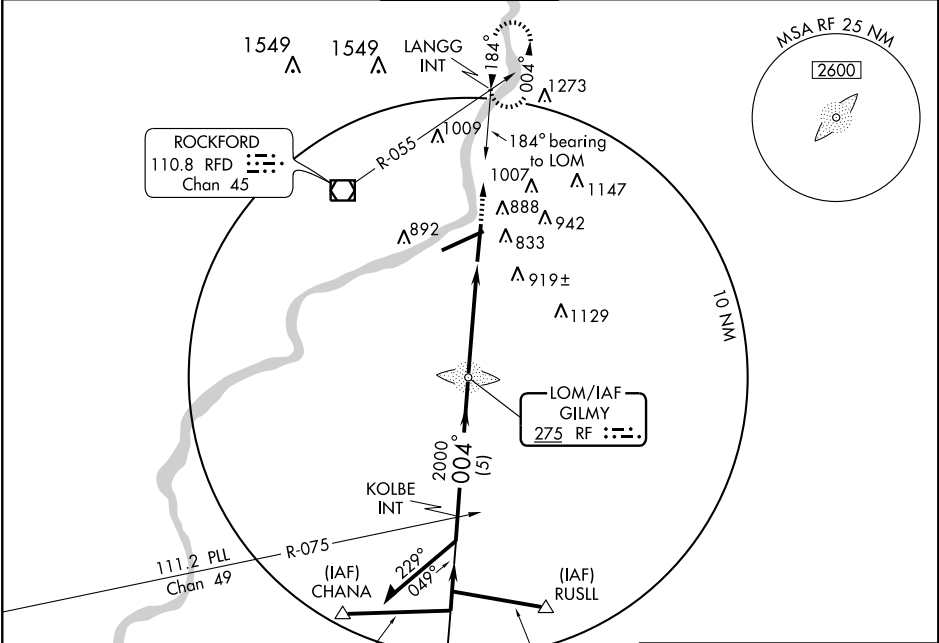


REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1, 7, and 19

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

<div>2500 ↑ I-RFD 109.3</div>		<div>GILMY  275</div>		<div>TODDY INT I-RFD 4.6</div>		<div>Remain within 10 NM</div>			
		<div>POPEE INT I-RFD 1.3</div>				<div>005° 2500</div>			
<div>I-RFD 0.5</div>				<div>1240</div>		<div>185° 2400</div>			
<div>0.7</div>		<div>0.8</div>		<div>3.3 NM</div>		<div>Use I-RFD DME when on LOC course. Disregard glide slope indications.</div>			
CATEGORY		A		B		C		D	
S-19		1240-1		504 (500-1)		1240-1½		504 (500-1½)	
CIRCLING		1240-1		504 (600-1)		1240-1½		1320-2	
						504 (600-1½)		584 (600-2)	
POPEE INT/DME MINIMUMS									
S-19		1140-1		404 (400-1)		1140-1¼		404 (400-1¼)	
CIRCLING		1220-1		1240-1		1240-1½		1320-2	
		484 (500-1)		504 (600-1)		504 (600-1½)		584 (600-2)	

NA ASR		MALSR	MISSED APPROACH: Climb to 2500 via 004° bearing from RF LOM to LANGG Int and hold.		
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95

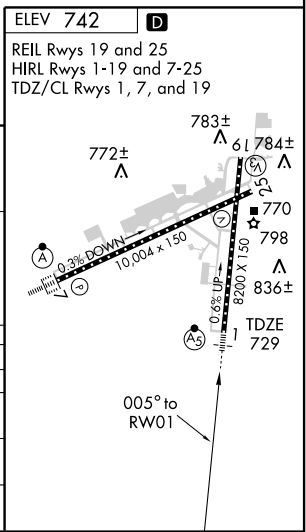
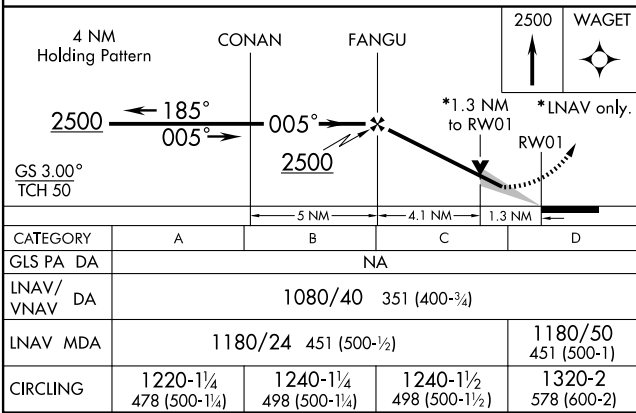
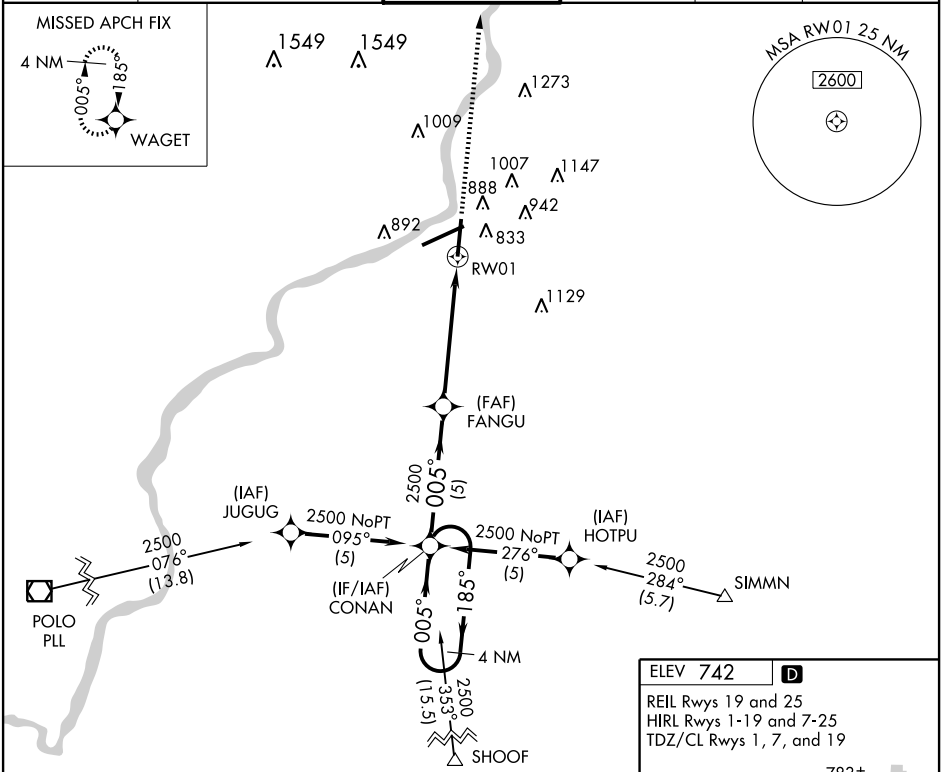


APP CRS	Rwy Idg	8199
005°	TDZE	729
	Apt Elev	742

RNAV (GPS) RWY 1
CHICAGO/ROCKFORD INTL (RFD)

NA ASR	Baro-VNAV NA below -16° C (3° F) GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MALSR	MISSED APPROACH: Climb to 2500 direct WAGET WP and hold.
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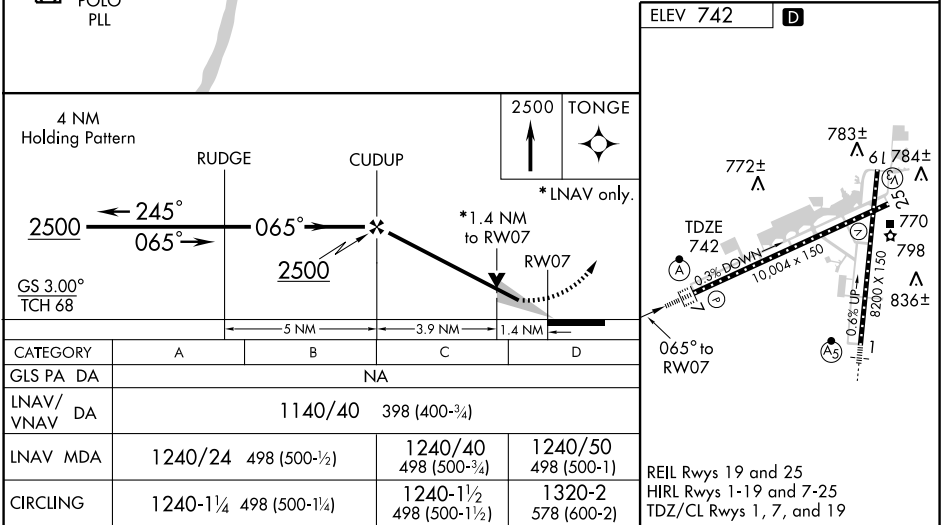
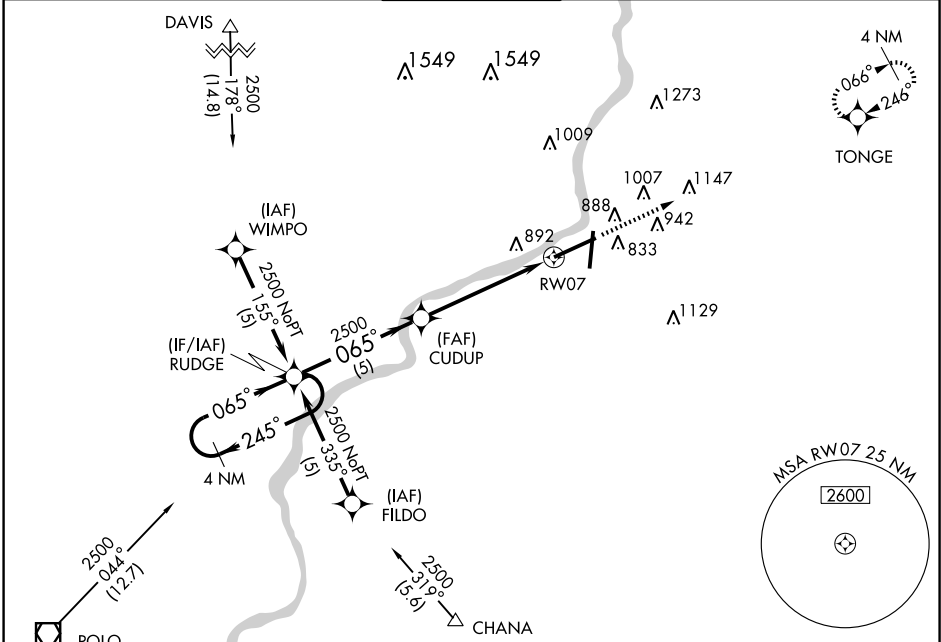
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

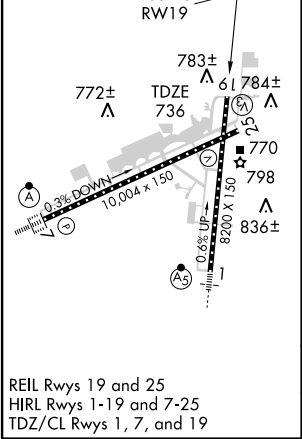
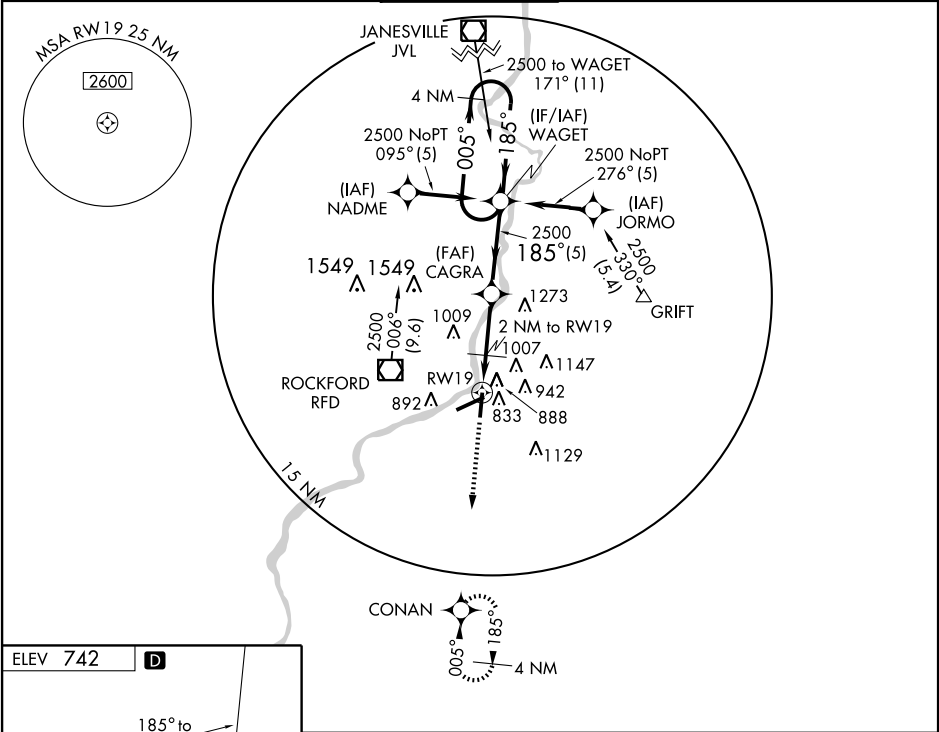
NA ASR	Baro-VNAV NA below -16°C (3°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.		ALSF-2 	MISSED APPROACH: Climb to 2500 direct TONGE WP and hold.		
	ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95



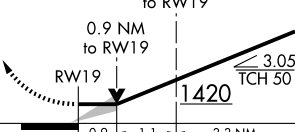


APP CRS	Rwy Idg	8099
185°	TDZE	736
	Apt Elev	742

RNAV (GPS) Y RWY 19
CHICAGO/ROCKFORD INTL (RFD)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA		MISSED APPROACH: Climb to 2500 direct CONAN WP and hold.			
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95

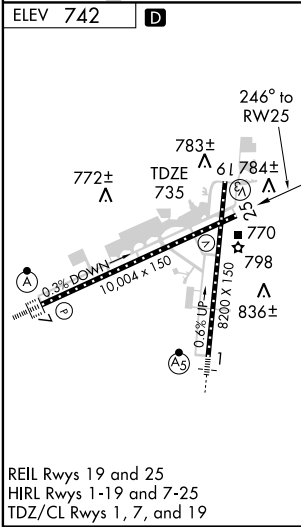
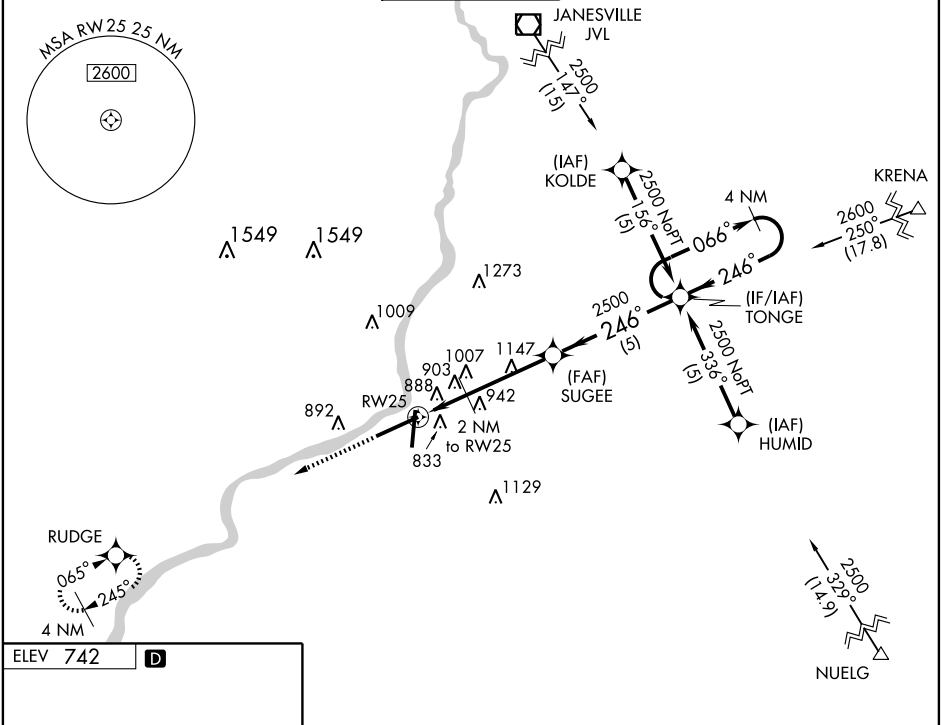


2500		CONAN		CAGRA		WAGET		4 NM Holding Pattern	
									
		2 NM to RW19		185°		005°		2500	
RW19		0.9 NM to RW19		3.05° TCH 50		185°		VGSI and descent angles not coincident.	
0.9		1.1		3.3 NM		5 NM			
CATEGORY	A			B		C		D	
GLS PA DA	NA								
LNAV/VNAV DA	NA								
LNAV MDA	1080-1 344 (400-1)							1080-1¼ 344 (400-1¼)	
CIRCLING	1220-1 478 (500-1)		1240-1 498 (500-1)		1240-1½ 498 (500-1½)		1320-2 578 (600-2)		

APP CRS	Rwy Idg	10004
246°	TDZE	735
	Apt Elev	742

RNAV (GPS) Y RWY 25
CHICAGO/ROCKFORD INTL (RFD)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2500 direct RUDGE WP and hold.			
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95



2500 ↑		RUDGE ✦		SUGEE		TONGE		4 NM Holding Pattern	
RW25		1.2 NM to RW25		2 NM to RW25		246° 2500		066° 2500	
1.2		0.8		3.3 NM		5 NM		VGS1 and descent angles not coincident.	
CATEGORY		A		B		C		D	
GLS PA DA				NA					
LNAV/ VNAV		DA		NA					
LNAV MDA		1160-1 425 (500-1)		1160-1¼ 425 (500-1¼)					
CIRCLING		1220-1 478 (500-1)		1240-1 498 (500-1)		1240-1½ 498 (500-1½)		1320-2 578 (600-2)	

EC-3, 21 OCT 2010 to 18 NOV 2010

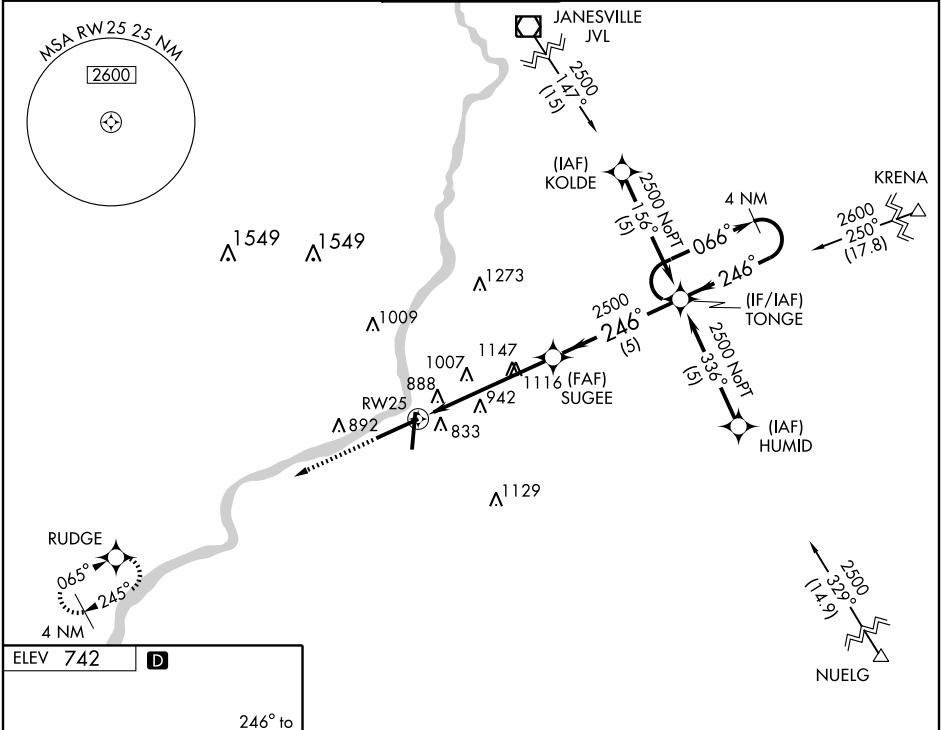
EC-3, 21 OCT 2010 to 18 NOV 2010

▲ NA
ASR

Baro-VNAV NA below -16° C (3° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500
direct RUDGE WP and hold.

ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95
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ELEV 742

D

772±
▲

783±
▲

784±
▲

770
▲

798
▲

836±
▲

TDZE 735

10,004 x 150

8200 x 150

0.3% DOWN

0.3% UP

1

246° to RW25

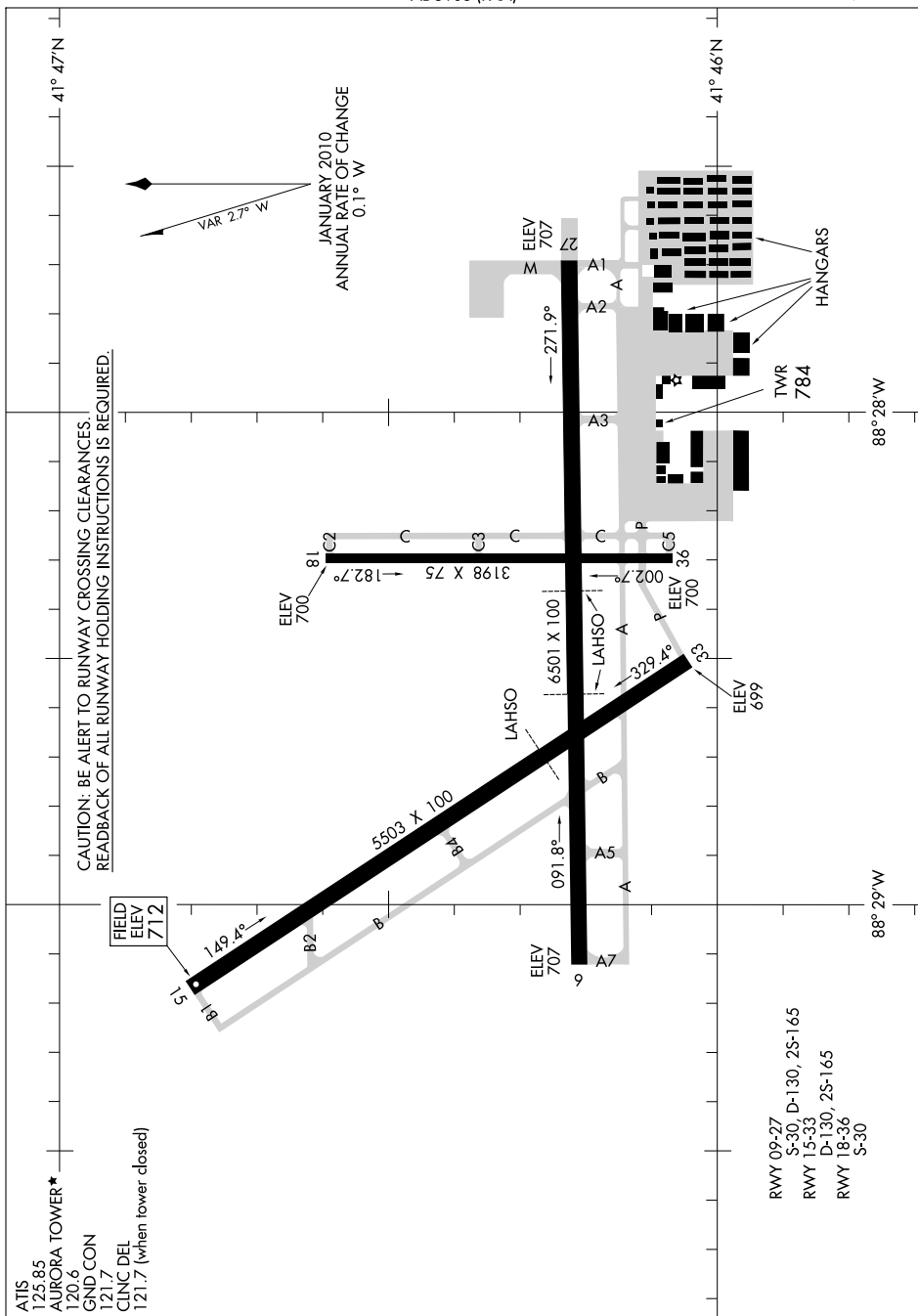
3500	RUDGE	SUGEE	TONGE	4 NM Holding Pattern
*LNAV only.				
*2 NM to RW25				
RW25				
246°				
2500				
066°				
2500				
GS 3.00°				
TCH 50				
VGSi and descent angles not coincident.				
2 NM 3.3 NM 5 NM				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1140-1½ 405 (400-1½)			
LNAV MDA	1420-1 685 (700-1)		1420-2 685 (700-2)	
CIRCLING	1420-1½ 678 (700-1½)		1420-2 678 (700-2)	
			1420-2¼ 685 (700-2¼)	
			1420-2¼ 678 (700-2¼)	

AIRPORT DIAGRAM

AL-5103 (FAA)

CHICAGO/AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CHICAGO/AURORA, ILLINOIS
CHICAGO/AURORA MUNI (ARR)

LANSING MUNI (IGQ) 21 S UTC-6(-5DT) N41°32.10' W87°31.77'

CHICAGO

620 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1620(1000) NOTAM FILE IGQ

L-28H, A

RWY 18-36: H4002X75 (ASPH-PFC) S-24 MIRL

IAP

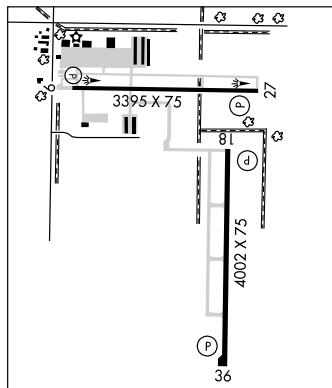
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tower.**RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.**RWY 09-27:** H3395X75 (ASPH-PFC) S-12.5 MIRL**RWY 09:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.**RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tower.

AIRPORT REMARKS: Attended 1300-0100Z†. Birds on and in/ovf arpt. All pattern flying in noise sensitive area. 146' Twr 4325' from Rwy 27 665' rgt of extended centerline. Rwy 09 thld was relocated; Dsplcd thld is now twy. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, REIL Rwy 09, Rwy 18, Rwy 27 and Rwy 36 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (708) 895-9526. Visibility unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.7**CHICAGO HEIGHTS RCO** 122.1R 114.2T (KANKAKEE RADIO).② **CHICAGO APP/DEP CON** 118.4**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**CHICAGO HEIGHTS (L) VORTAC** 114.2 CGT Chan 89 N41°30.60'

W87°34.29' 050° 2.4 NM to fld. 634/2E.

ILS/DME 109.15 I-JX Chan 28(Y) Rwy 36. LOC only.**CHICAGO/AURORA****AURORA MUNI** (ARR) 38 W UTC-6(-5DT) N41°46.32' W88°28.54'

CHICAGO

712 B S4 **FUEL** 100, JET A1 OX 1, 2, 3, 4 NOTAM FILE ARR

H-5E, L-28H, A

RWY 09-27: H6501X100 (CONC-GRVD) S-30, D-130, 2S-165 HIRL

IAP, AD

RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 45'. Tree.**RWY 27:** REIL. VASI(V4L)—GA 3.0° TCH 42'.**RWY 15-33:** H5503X100 (CONC-GRVD) D-130, 2S-165 HIRL**RWY 15:** REIL. PAPI(P4L)—GA 3.0° TCH 34'. Tree.**RWY 33:** MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 48'. Tree.**RWY 18-36:** H3198X75 (ASPH) S-30 MIRL**RWY 18:** REIL. VASI(V4L)—GA 3.0° TCH 30'. Pole.**RWY 36:** REIL. VASI(V4L)—GA 3.0° TCH 34'. Tree.**LAND AND HOLD SHORT OPERATIONS**

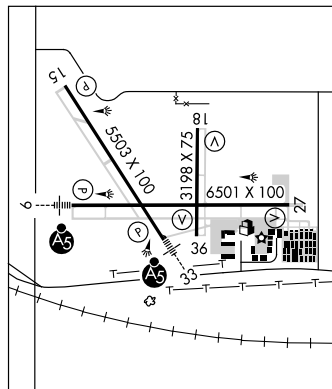
LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	18-36	3450
RWY 15	09-27	3900
RWY 27	15-33	4000

AIRPORT REMARKS: Attended Mon-Sat 1100-0600Z†, Sun

1300-0400Z†. Rwy 18-36 sfc several large cracks and vegetative growth. Twy M1 closed indef. When twr clsd HIRL Rwy 15-33 and Rwy 09-27 and MIRL Rwy 18-36 preset low ints: to increase ints and ACTIVATE MALSR Rwy 09, Rwy 33, REIL Rwy 18, Rwy 36, Rwy 15, Rwy 33, and Rwy 27, and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS 125.85 (630) 466-4024. LAWRS.**COMMUNICATIONS:** CTAF 120.6 ATIS 125.85

UNICOM 123.5 122.95

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)**JOLIET RCO** 122.5 (KANKAKEE RADIO)② **CHICAGO APP/DEP CON** 133.5 **CLNC DEL** 121.7 (When twr clsd)**TOWER** 120.6 (1300-0300Z†) **GND CON** 121.7**AIRSPACE:** CLASS D svc 1300-0300Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**DU PAGE (L) VOR/DME** 108.4 DPA Chan 21 N41°53.42' W88°21.01' 216° 9.1 NM to fld. 838/2E.**JOLIET (H) VORTAC** 112.3 JOT Chan 70 N41°32.78' W88°19.10' 330° 15.3 NM to fld. 592/2E.**ILS** 108.9 I-ARR Rwy 09.**ILS/DME** 115.15 I-ROF Chan 48(Y) Rwy 33.**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.**CHICAGO EXECUTIVE** (See CHICAGO/PROSPECT HGTS/WHEELING)

LOC I-ARR
108.9

APP CRS
090°

Rwy Idg **6501**
TDZE **706**
Apt Elev **712**

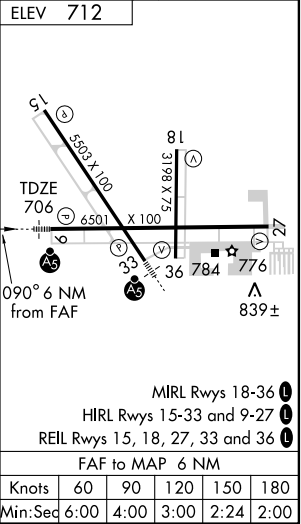
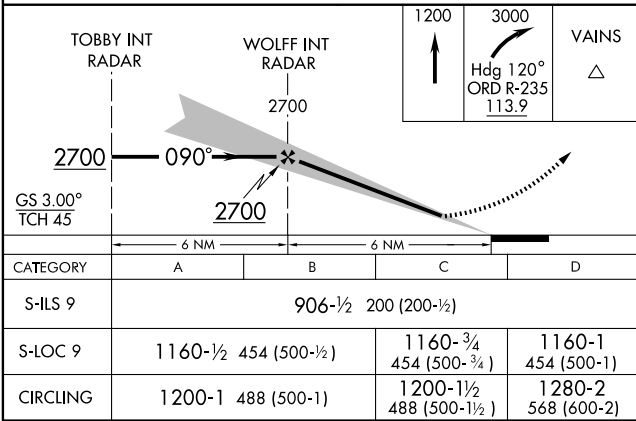
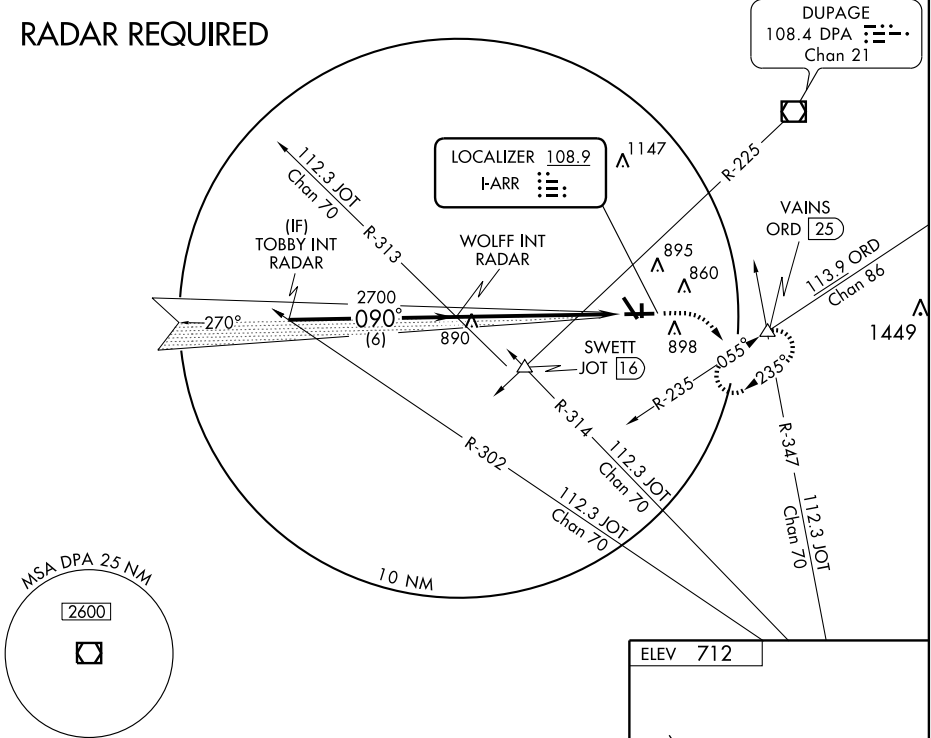
⚠ If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DA/MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via heading 120° and ORD R-235 to VAINS Int/25 DME and hold, continue climb-in-hold to 3000.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER ★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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RADAR REQUIRED



ILS or LOC RWY 33
CHICAGO/AURORA MUNI (ARR)

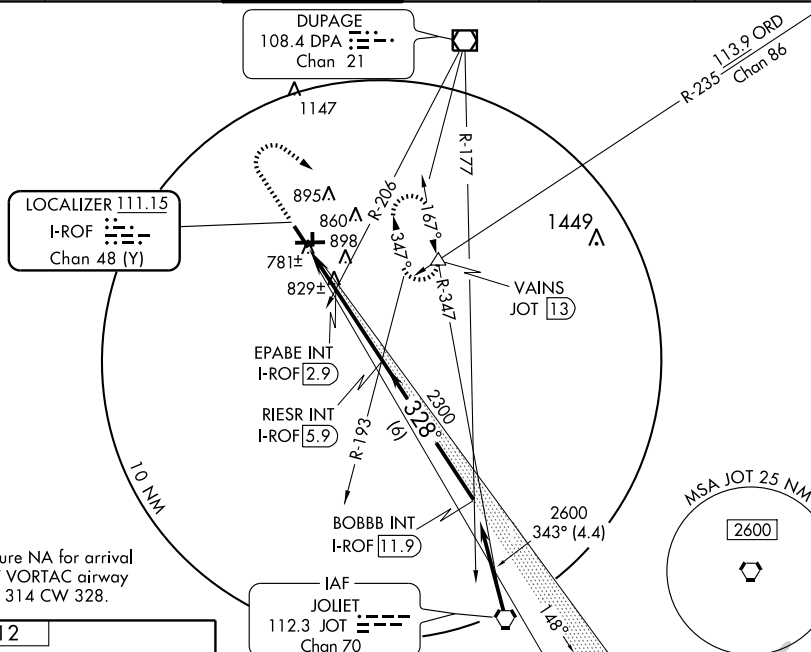
▼
▲ For inoperative MALS, increase S-LOC 33 Cats A/B visibility to 1 mile, and EPABE fix minimums S-LOC 33 Cats A/B/C visibility to 1 mile. Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet.

MALSR



MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 120° and via JOT VORTAC R-347 to VAINS INT/13 DME and hold, continue climb-in-hold to 3000.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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Procedure NA for arrival
on JOT VORTAC airway
radials 314 CW 328.

ELEV 712

5500 x 100

3198 x 75

6500

6

33

36

27

TDZE 706

784

776

839±

328° 4.8 NM from FAF

HIRL Rwy 15-33 and 9-27 ①
 MIRL Rwy 18-36 ①
 REIL Rwy 15, 18, 27, 33 and 36 ①

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

1400 ↑	3000 Hdg 120° JOT R-347 112.3	VAINS △	VGS1 and ILS glidepath not coincident.		BOBBB INT I-ROF <u>11.9</u>	VORTAC Turn NA
		*LOC Only		RIESR INT I-ROF <u>5.9</u>	328°	2600
		EPABE INT I-ROF <u>2.9</u>			343°	2600
		I-ROF <u>2.2</u>			2300	GS 3.00° TCH 48
		I-ROF <u>1.1</u>				
1.1		0.7 NM	3 NM	6 NM	4.4 NM	
CATEGORY	A		B	C	D	
S-ILS 33			956- ³ / ₄	250 (300- ³ / ₄)		
S-LOC 33	1320- ³ / ₄	614 (700- ³ / ₄)	1320-1 ¹ / ₄	614 (700-1 ¹ / ₄)	1320-1 ¹ / ₂	614 (7001 ¹ / ₂)
CIRCLING	1320-1	608 (700-1)	1320-1 ³ / ₄	608 (700-1 ³ / ₄)	1320-2	608 (700-2)
EPABE FIX MINIMUMS						
S-LOC 33	1080- ³ / ₄		374 (400- ³ / ₄)			
CIRCLING	1200-1	488 (500-1)	1200-1 ¹ / ₂	488 (500-1 ¹ / ₂)	1280-2	568 (600-2)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

WAAS CH 45522 W09A	APP CRS 090°	Rwy Idg TDZE Apt Elev	6501 706 712
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RNAV (GPS) RWY 9
CHICAGO/AURORA MUNI (A.R.R.)

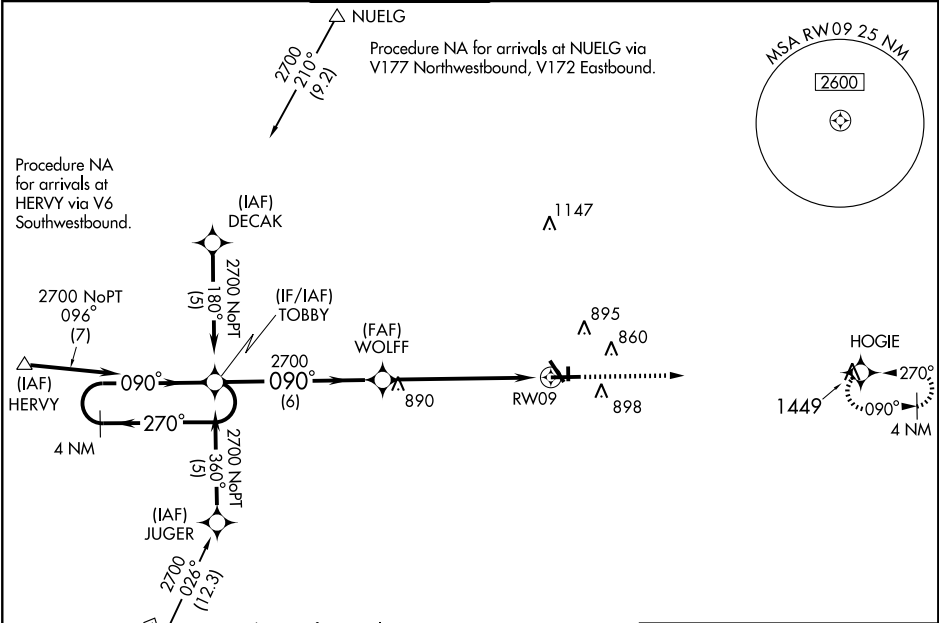
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Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to 3/4 all Cats, and increase LNAV/VNAV Cat. D visibility to 1. If local altimeter setting not received, use Chicago O'Hare Intl. altimeter setting and increase all DA/MDAs 80 feet. Baro-VNAV and VDP NA when using Chicago O'Hare Intl altimeter setting.

MALSR

MISSED APPROACH:
Climb to 2500 direct HOGIE and hold.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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ELEV 712

4 NM Holding Pattern

TOBBY

WOLFF

RW09

*1.3 NM to RW09

2700

GS 3.00° TCH 45

6 NM

4.7 NM

1.3 NM

2500

HOGIE

*LNAV only

500 X 100

3198 X 75

81

740±

6501

706

706

33

36

784

776

839±

090° to RW09

CATEGORY	A	B	C	D
LPV DA	956-½ 250 (300-½)			
LNAV/VNAV DA	990-½ 284 (300-½)		990-¾ 284 (300-¾)	
LNAV MDA	1160-½ 454 (500-½)	1160-¾ 454 (500-¾)	1160-1 454 (500-1)	1160-1 454 (500-1)
CIRCLING	1200-1 488 (500-1)	1200-1½ 488 (500-1½)	1280-2 568 (600-2)	1280-2 568 (600-2)

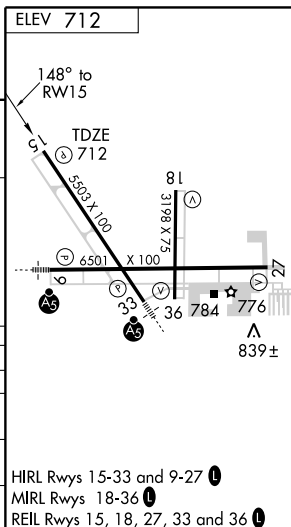
MIRL Rwy 18-36

HIRL Rwy 15-33 and 9-27

REL Rwy 15, 18, 27, 33 and 36

CHICAGO/AURORA MUNI (ARR)

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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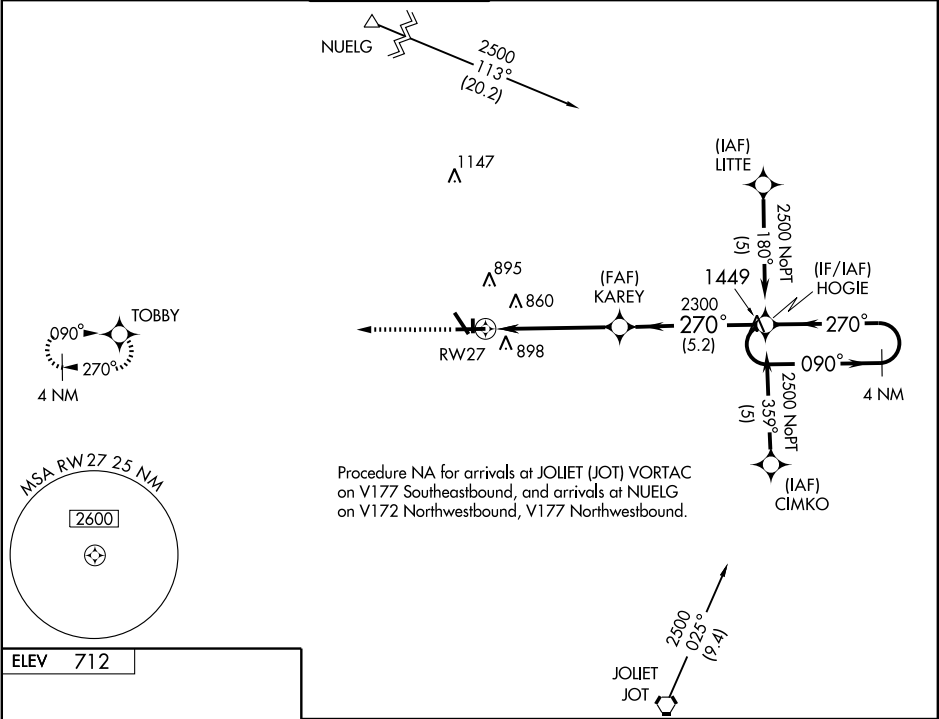


APP CRS	Rwy Idg	6501
270°	TDZE	706
	Apt Elev	712

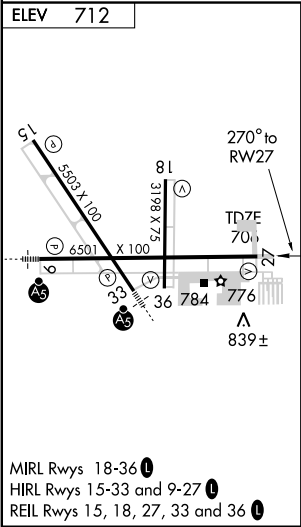
RNAV (GPS) RWY 27
CHICAGO/AURORA MUNI (A.R.R.)

Baro-VNAV NA below -16°C (4°F).	MISSED APPROACH: Climb to 2700 direct TOBBY WP and hold.
NA GPS or RNP -0.3 Required, DME/DME RNP -0.3 NA.	

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF)	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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Procedure NA for arrivals at JOLIET (JOT) VORTAC on V177 Southeastbound, and arrivals at NUELG on V172 Northwestbound, V177 Northwestbound.



MIRL Rwy 18-36
HIRL Rwy 15-33 and 9-27
REIL Rwy 15, 18, 27, 33 and 36

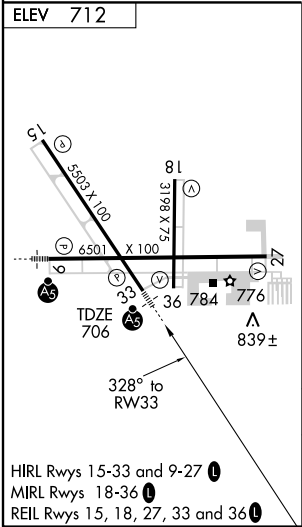
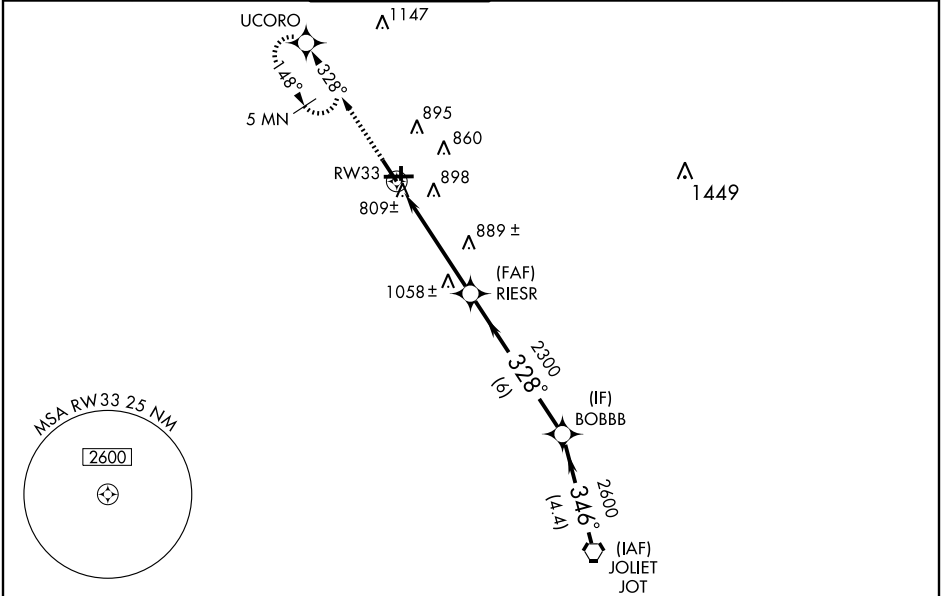
2700	TOBBY	4 NM Holding Pattern			
*LNAV only		*1.1 NM to RWY27			
		KAREY	HOGIE	090° → 2500	
		2300	← 270°	GS 3.00° TCH 45	
1.1		3.7 NM	5.2 NM		
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	1160-1½ 454 (500-1½)				
LNAV MDA	1100-1 394 (400-1)			1100-1¼ 394 (400-1¼)	
CIRCLING	1200-1½ 488 (500-1½)			1280-2 568 (600-2)	

DME/DME RNP-0.3 NA. Baro-VNAV NA when using Chicago O'Hare Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet. For inoperative MALSR, increase LPV visibility to 1 mile all Cats, LNAV Cats A/B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct UCORO and hold, continue climb-in-hold to 3000.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER ★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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Procedure NA for arrival on JOT VORTAC airway radials 314 CW 328.				
3000 UCORO				
VGSI and RNAV glidepath not coincident.				
BOBBB VORTAC Procedure Turn NA				
*LNAV only				
RIESR				
*1.3 NM to RWY 33				
RWY 33				
1.3 NM 3.5 NM 6 NM 4.4 NM				
CATEGORY	A	B	C	D
LPV DA	1042-¾ 336 (400-¾)			
LNAV/VNAV DA	1194-1¼ 488 (500-1¼)			
LNAV MDA	1140-¾ 434 (500-¾)			
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

ATIS
125.85

CHICAGO APP CON
133.5 349.0

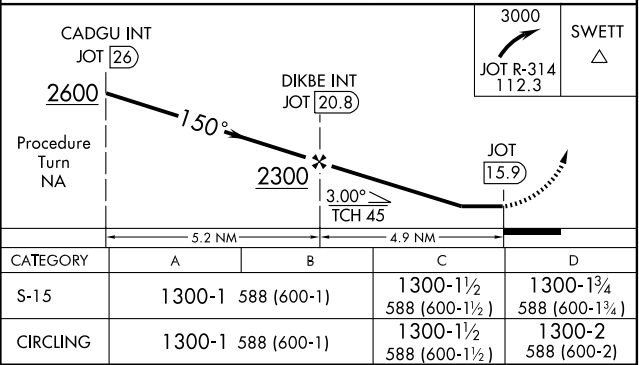
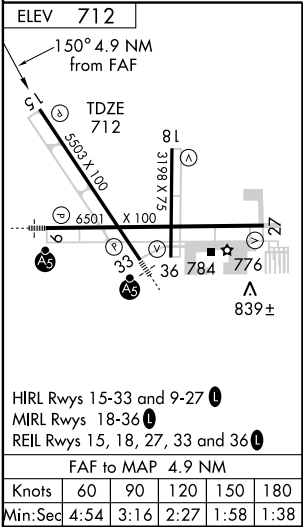
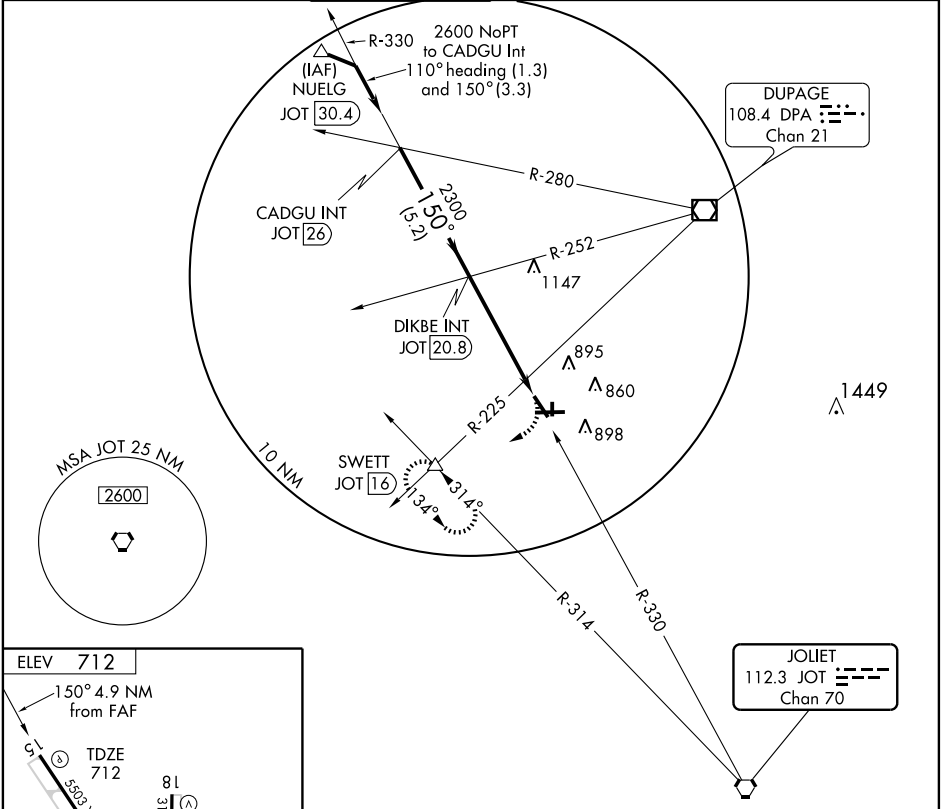
AURORA TOWER★
120.6 (CTAF) 0

GND CON
121.7

CLNC DEL
121.7
(When tower closed)

UNICOM
122.95 123.5

MISSED APPROACH: Climbing right turn to 3000 via JOT R-314 to SWETT Int and hold.

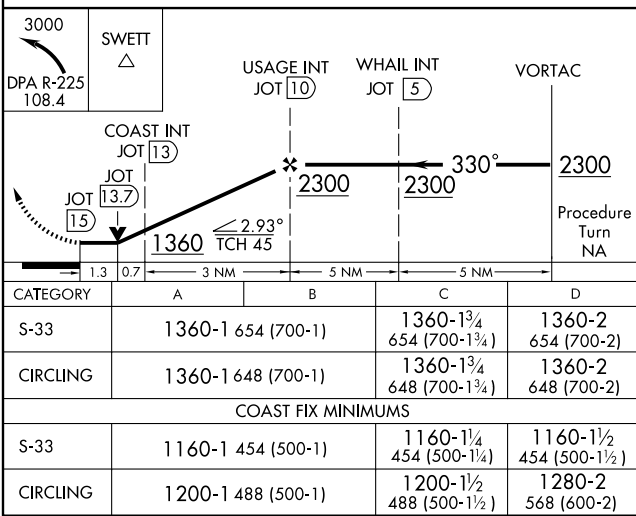
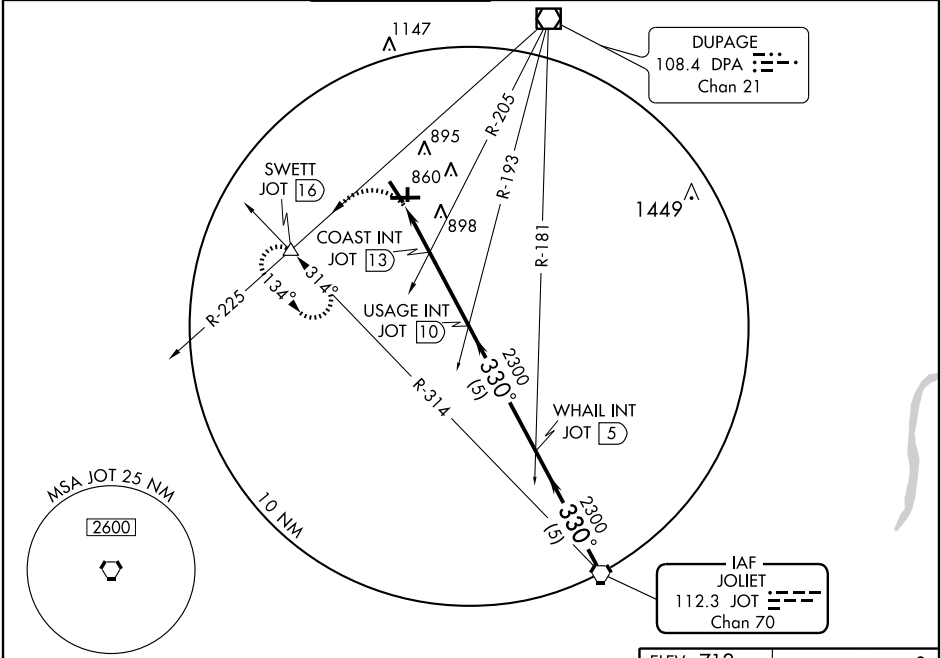


V

MALSRL

MISSED APPROACH: Climbing left turn to 3000 via DPA R-225 to SWETT Int and hold.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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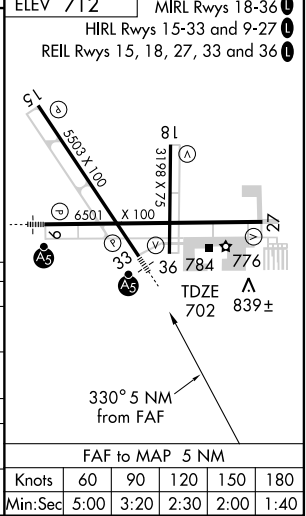
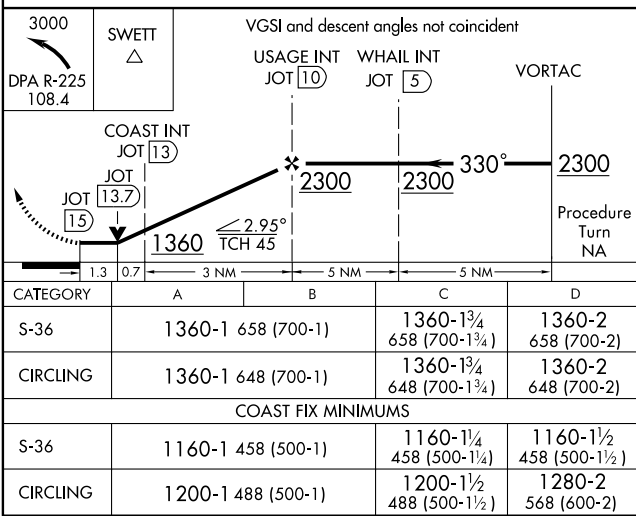
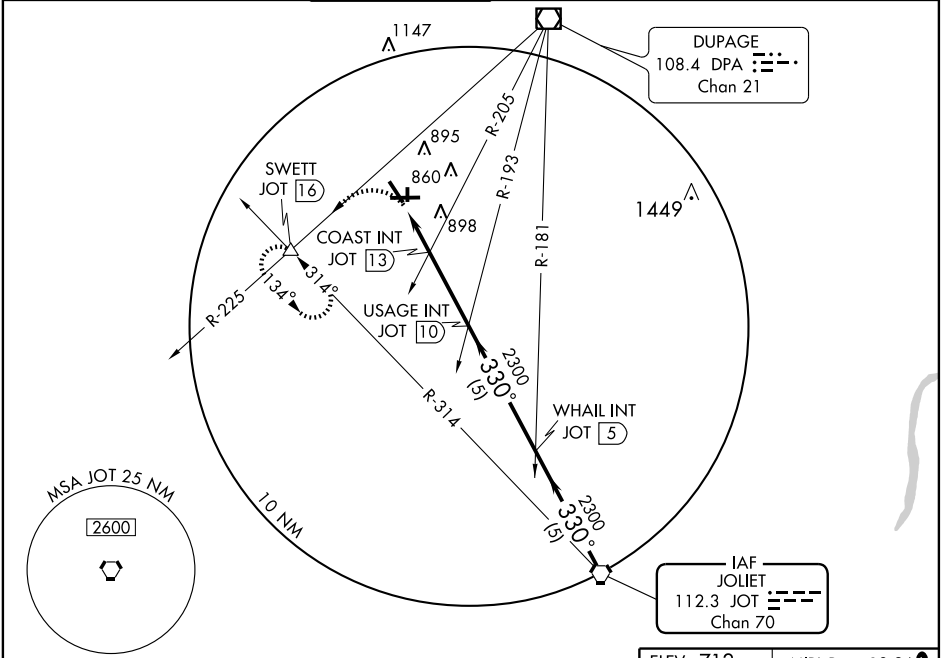


ELEV 712	MIRL Rwy 18-36
	HIRL Rwy 15-33 and 9-27
	REIL Rwy 15, 18, 27, 33 and 36
330° 5 NM from FAF	
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

<div>V</div>			MISSED APPROACH: Climbing left turn to 3000 via DPA R-225 to SWETT Int and hold.		
ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5



CHICAGO HEIGHTS N41°30.60' W87°34.29' NOTAM FILE IKK.
 (L) **VORTAC** 114.2 CGT Chan 89 050° 2.4 NM to Lansing Muni. 634/2E.
 DME unusable:
 050°-070° byd 20 NM blo 4000' 150°-225° byd 20 NM blo 4000'
 110°-145° byd 20 NM blo 4000' 225°-280° byd 20 NM blo 4000'
 145°-150° byd 20 NM blo 4000'
RCO 122.1R 114.2T (KANKAKEE RADIO)

CHICAGO
L-28H, A

CHICAGO/LAKE IN THE HILLS

LAKE IN THE HILLS (3CK) 38 NW UTC-6(-5DT) N42°12.41' W88°19.38'
 888 B S4 FUEL 100LL, JET A TPA-1888(1000) NOTAM FILE IKK
RWY 08-26: H3801X50 (ASPH) MIRL
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 20'. Thld dsplcd 361'. Trees.
RWY 26: PAPI(P2R)—GA 3.0° TCH 20'. Thld dsplcd 383'.

AIRPORT REMARKS: Attended 1300Z†-dusk. Numerous deer invof Rwy 08-26. Numerous geese invof arpt. Acft with wingspan greater than 56' cannot use parallel twy. Acft with wingspan greater than 45.5' cannot use parallel twy E of Twy Bravo. ACTIVATE REIL Rwy 08. PAPI Rwy 08 and Rwy 26-122.75.

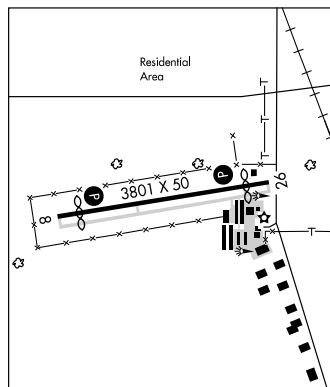
COMMUNICATIONS: CTAF/UNICOM 123.05

® **CHICAGO APP/DEP CON** 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29' W87°57.11' 269° 16.6 NM to fld. 758/2W.

COMM/NAV/WEATHER REMARKS: For VFR wx advisory 5 clicks CTAF. Phone 815-444-1729. Wind speed and direction info broadcast on Unicom is inaccurate.



CHICAGO
COPTER
L-28H, A
IAP

CHICAGO MEIGS N41°51.52' W87°36.50'
RCO 122.15 (KANKAKEE RADIO)

CHICAGO
COPTER
L-28H, A

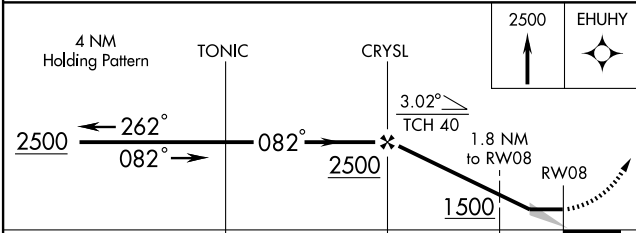
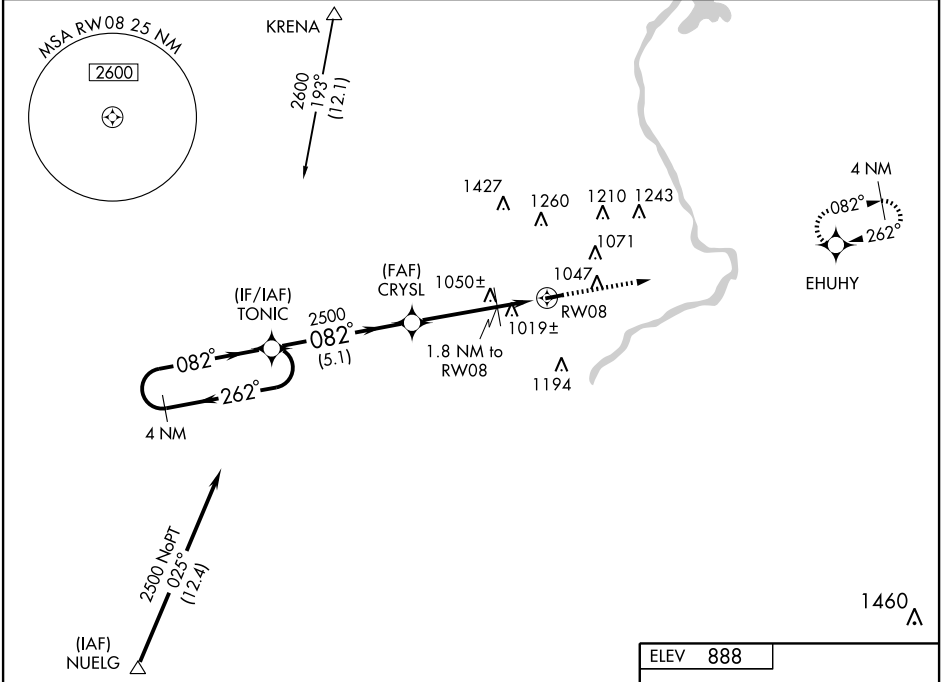
APP CRS	Rwy Idg	3440
082°	TDZE	887
	Apt Elev	888

⚠ NA

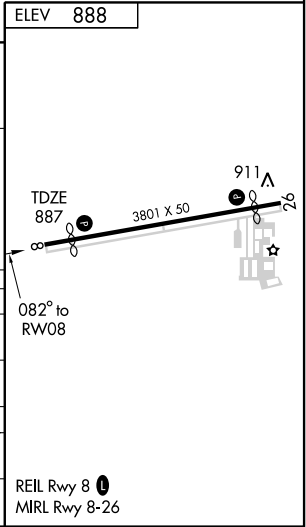
Obtain local altimeter setting on CTAF; when not received, use Chicago Du Page altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500
direct EHUHY WP and hold.

CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75



CATEGORY	A	B	C	D
RNAV MDA	1280-1	392 (400-1)		NA
CIRCLING	1380-1	492 (500-1)	1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING MINIMUMS				
RNAV MDA	1340-1	452 (500-1)	1340-1¼ 452 (500-1¼)	NA
CIRCLING	1460-1	572 (600-1)	1460-1½ 572 (600-1½)	NA

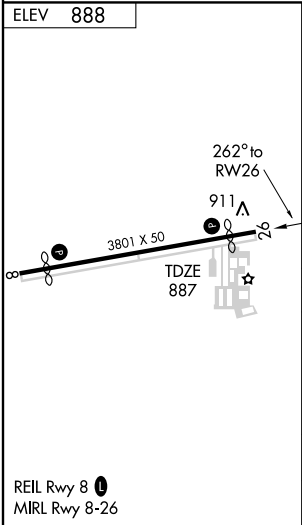
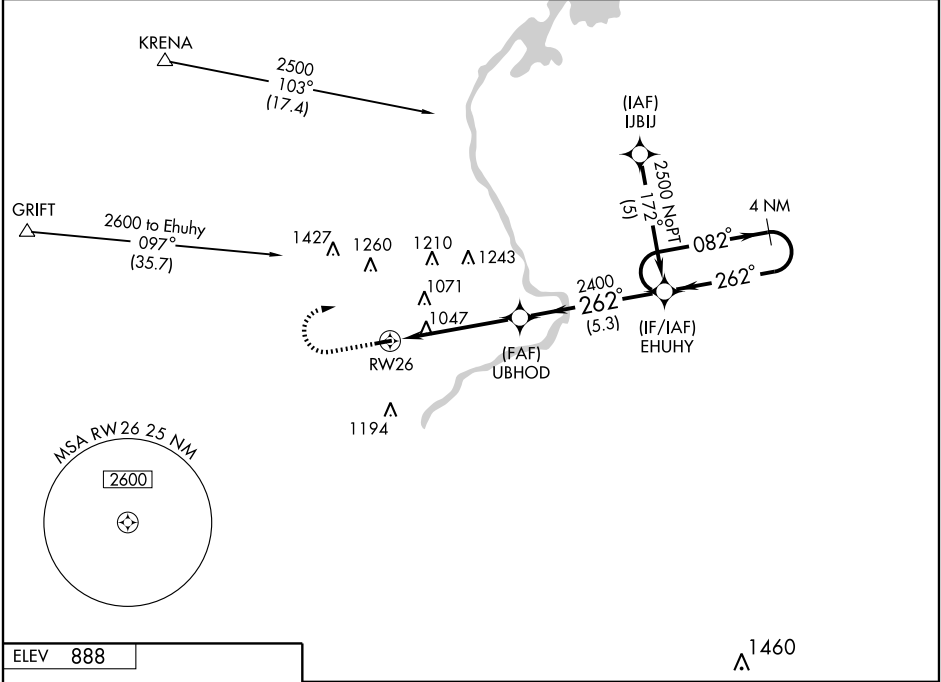


⚠ NA

Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2500 direct EHUHY WP and hold.

CHICAGO APP CON 120.55 315.6	UNICOM 123.05 (CTAF)	122.75
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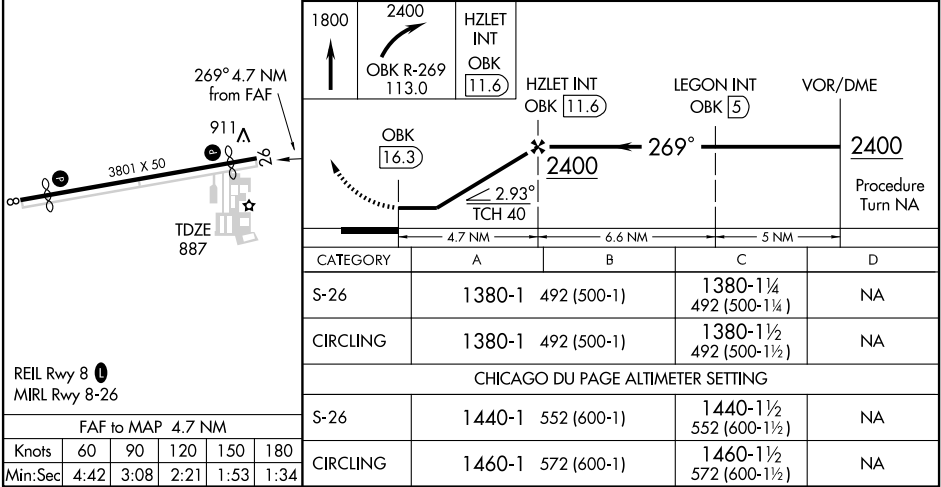
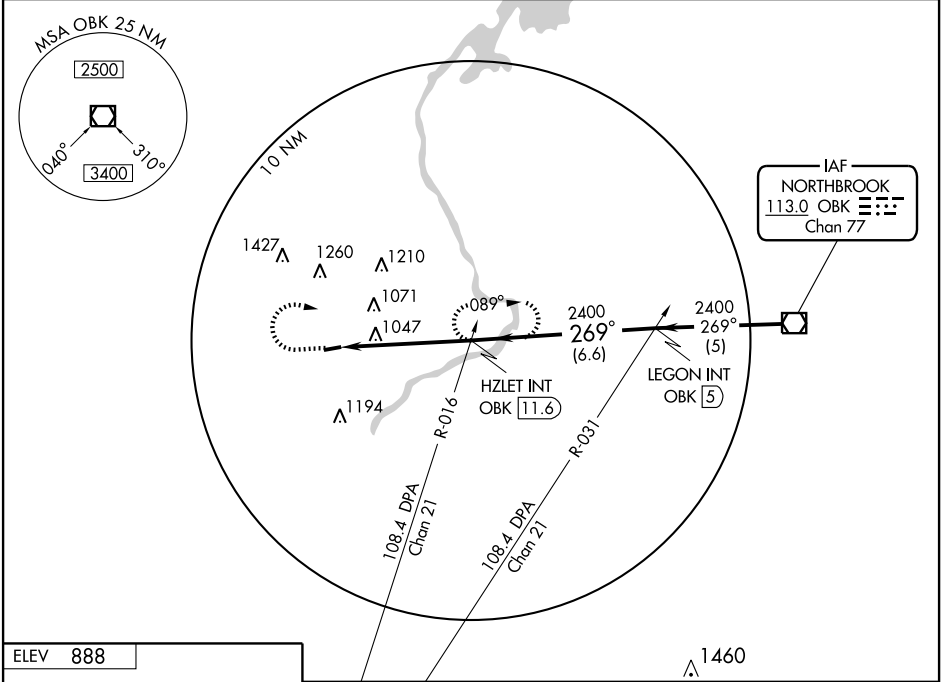
1800	2500	EHUHY		
↑	↷	✧		
			UBHOD	EHUHY
			4 NM Holding Pattern	
RW26			262°	082° → ← 262° 2500
2.93° TCH 40			2400	
4.7 NM			5.3 NM	
CATEGORY	A	B	C	D
LNAV MDA	1300-1	412 (500-1)	1300-1¼ 412 (500-1¼)	NA
CIRCLING	1380-1	492 (500-1)	1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
LNAV MDA	1360-1	472 (500-1)	1360-1¼ 472 (500-1¼)	NA
CIRCLING	1460-1	572 (600-1)	1460-1½ 572 (600-1½)	NA

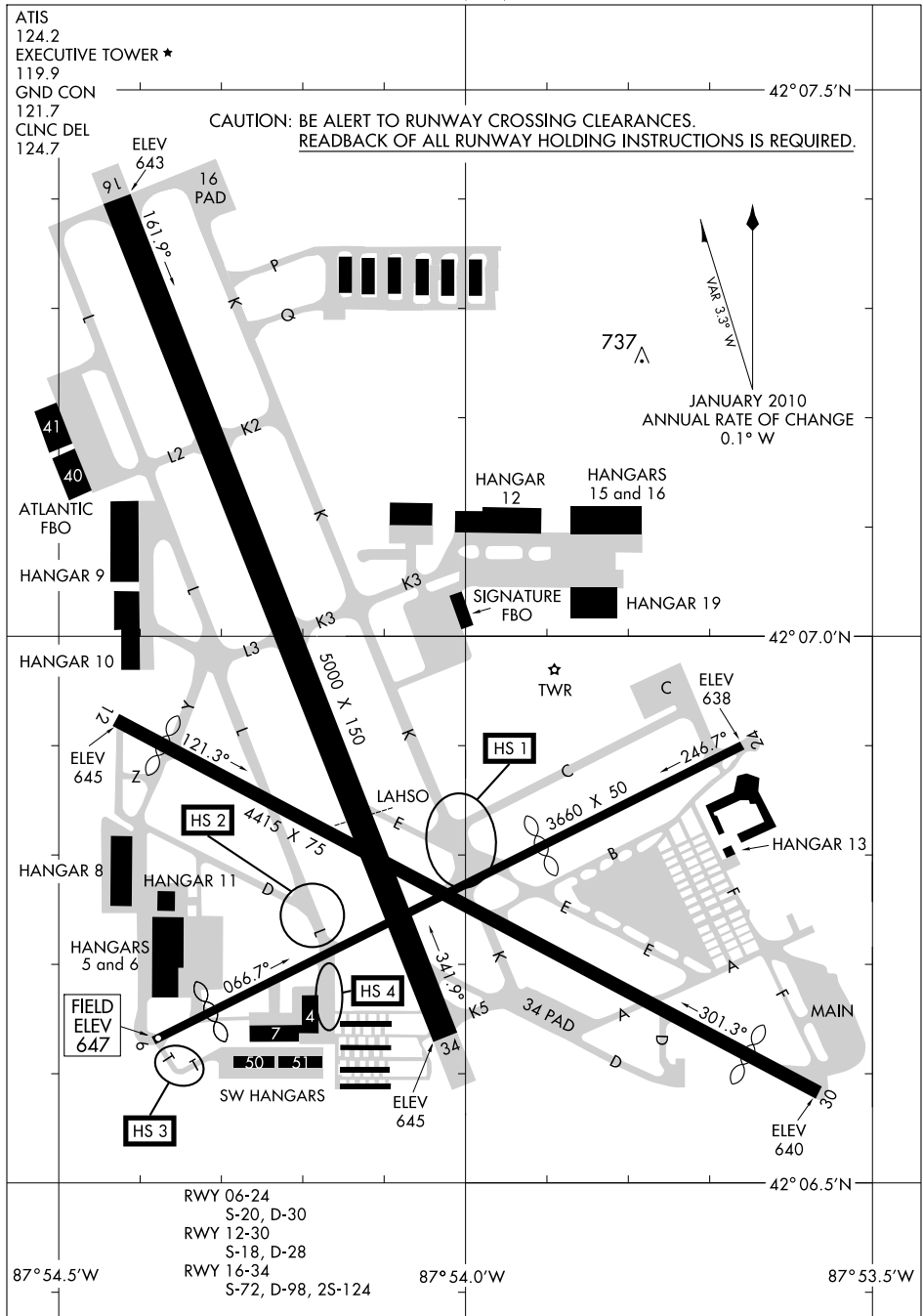
NA

Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 via OBK R-269 to HZLET Int/11.6 DME and hold.

CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75 0





CHICAGO/PROSPECT HEIGHTS/WHEELING

CHICAGO EXECUTIVE (PWK) 18 NW UTC-6(-5DT) N42°06.86' W87°54.09'

647 B S4 FUEL 100LL, JET A1 + OX 1, 2, 3, 4 TPA—See Remarks LRA NOTAM FILE PWK COPTER

RWY 16-34: H5000X150 (ASPH-GRVD) S-72, D-98, 2S-124 HIRL

H-5E, L-28H, A

RWY 16: LDIN (NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 49'. Bldg.

IAP, AD

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 12-30: H4415X75 (ASPH-GRVD) S-18, D-28 HIRL

RWY 12: PAPI(P4L)—GA 3.0° TCH 42'. Thld dsplcd 296'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 43'. Thld dsplcd 433'. Road.

Rgt tfc.

RWY 06-24: H3660X50 (ASPH) S-20, D-30 HIRL

RWY 06: PAPI(P4L)—GA 3.0° TCH 33'. Thld dsplcd 354'. Pole.

RWY 24: Thld dsplcd 1251'. Tree. Rgt tfc.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 16	12-30	3623

AIRPORT REMARKS: Attended continuously. Migratory birds on and in/ovf

arpt. Rwy 16 LDIN NSTD due to spacing. ACTIVATE HIRL Rwy

16-34, Rwy 06-24, Rwy 12-30, LDIN lights Rwy 16, REIL Rwy 16

and Rwy 34—CTAF. Twy Z closed indef. Noise abatement

procedures: When holding at the Rwy 16 pad align acft at 315°; for

Rwy 34 pad align acft at 190° while waiting tkf. While awaiting tkf

in the Rwy 16-34 pads, tail acft toward center of arpt for noise

abatement. TPA—For piston acft 1647(1000) and for jets

2147(1500). Noise sensitive neighbors N and S of arpt. US customs users fee. For customs clnc 2 hrs

minimum advance notice req Mon-Fri 1800-0200Z† and not later than 2200Z† Fri for weekend arrivals. Ctc

customs at 800-323-7887 extension 333 or 708-537-1200 extension 333. NOTE: See Special

Notices—Cabaa Visual Departure Chicago Executive Airport.

WEATHER DATA SOURCES: ASOS (847) 465-0291.

COMMUNICATIONS: CTAF 119.9 ATIS 124.2 UNICOM 122.95

® CHICAGO APP/DEP CON 120.55 125.0

EXECUTIVE TOWER 119.9 (Mon-Fri 1200-0400Z†, Sat-Sun 1300-0400Z†) GND CON 121.7

CLNC DEL 124.7 (By CHICAGO APP CON on 124.7 when twr is clsd.)

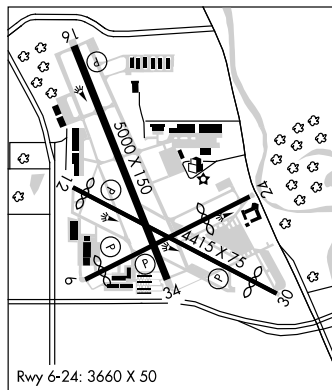
AIRSPACE: CLASS D svc Mon-Fri 1200-0400Z† Sat-Sun 1300-0400Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29' W87°57.11' 163° 6.8 NM to fld. 758/2W.

ILS 111.9 I-PWK Rwy 16.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-		
WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN		
RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

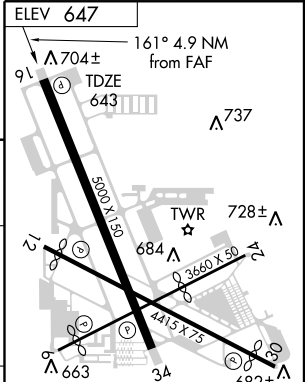
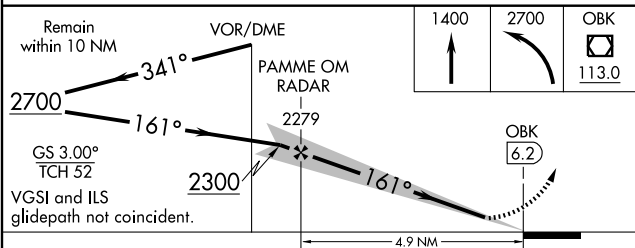
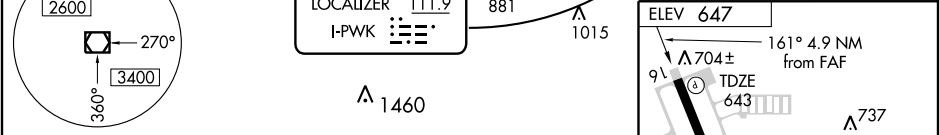
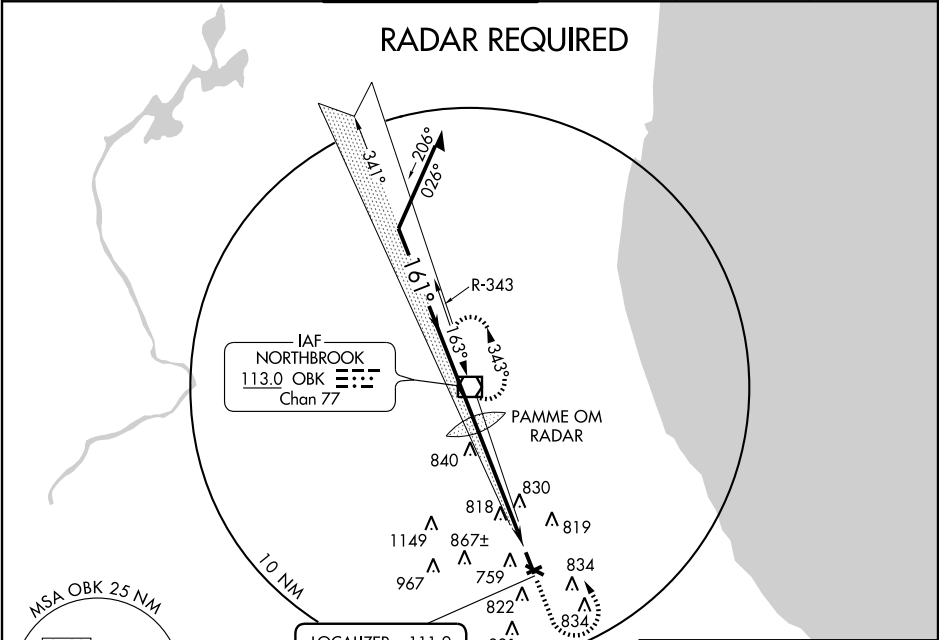
LOC I-PWK	APP CRS	Rwy Idg	5000
111.9	161°	TDZE	643
		Apt Elev	647

ILS or LOC RWY 16
CHICAGO EXECUTIVE (PWK)

⚠ If local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting and increase all DAs 22 feet, and all visibilities ¼ mile; increase all MDAs 40 feet, and S-LOC Cat C and D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
124.2	120.55 290.2	119.9 (CTAF) 0	121.7	124.7	122.95



CATEGORY	A	B	C	D
S-ILS 16		893-3/4 250 (300-3/4)		
S-LOC 16	1140-1 497 (500-1)	1140-1 1/4 497 (500-1 1/4)	1140-1 1/2 497 (500-1 1/2)	
CIRCLING	1140-1 493 (500-1)	1140-1 1/2 493 (500-1 1/2)	1200-2 553 (600-2)	

HIRL all Rwy's	0	701±
REIL Rwy's 16 and 34	0	701±
Non-standard ALS Rwy 16	0	
FAF to MAP 4.9 NM		
Knots	60 90 120 150 180	
Min:Sec	4:54 3:16 2:27 1:58 1:38	

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

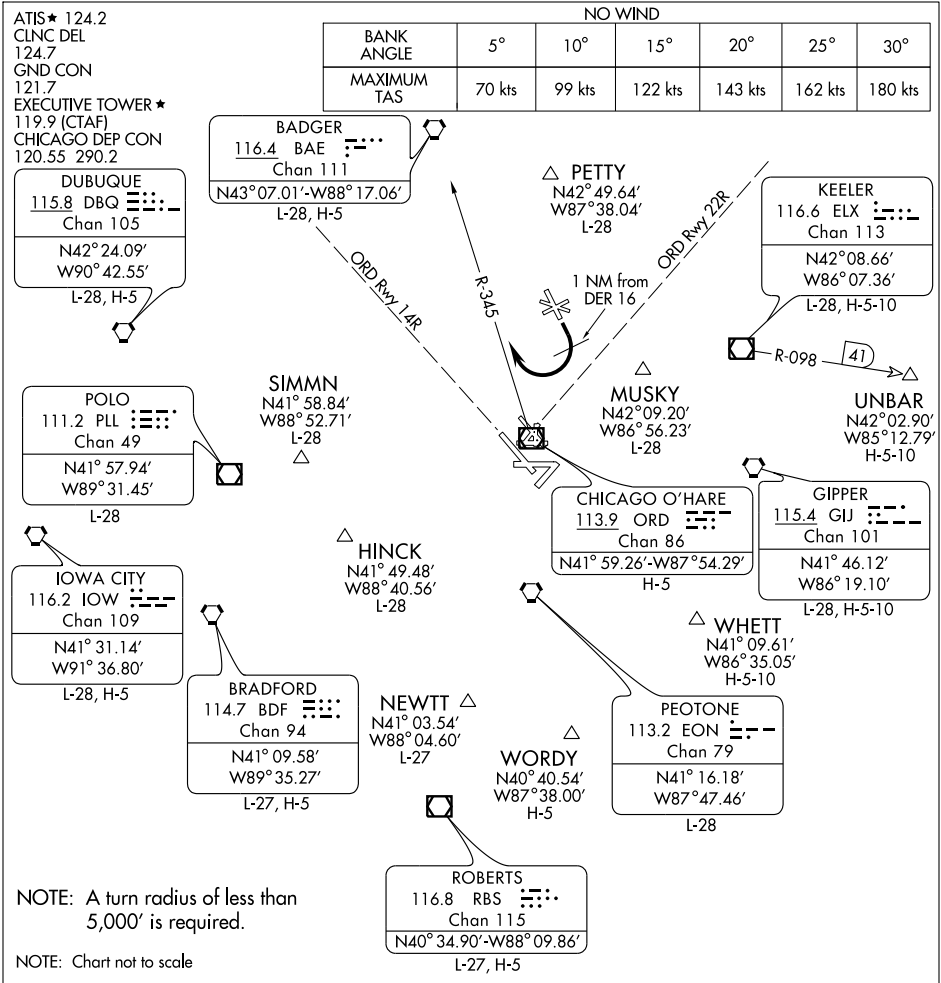
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

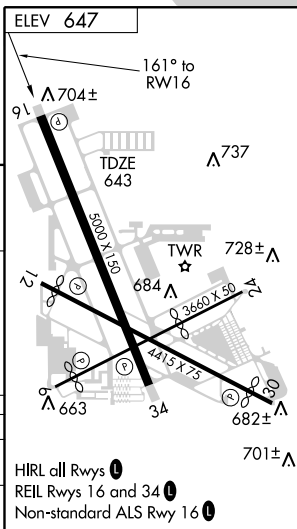
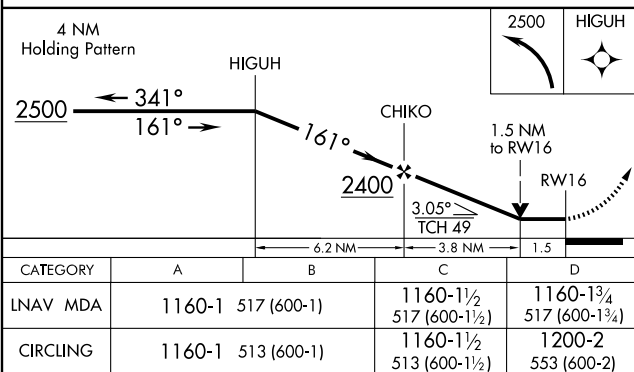
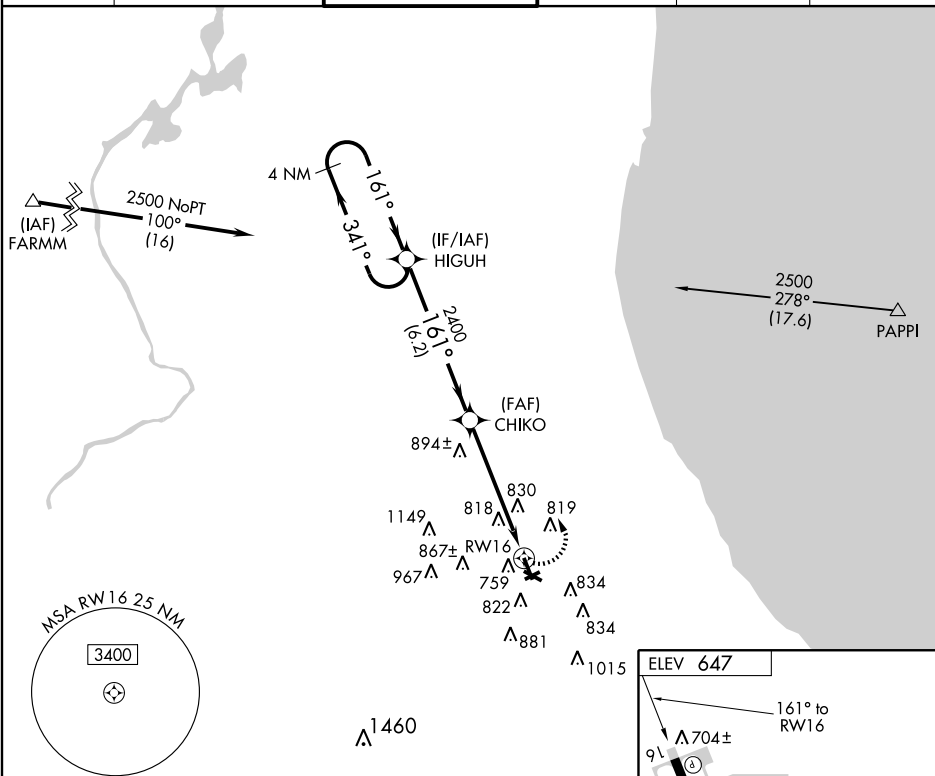
LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet



RNAV (GPS) RWY 16
CHICAGO EXECUTIVE (PWK)

MISSED APPROACH: Climbing left turn to 2500 direct HIGUH and hold.

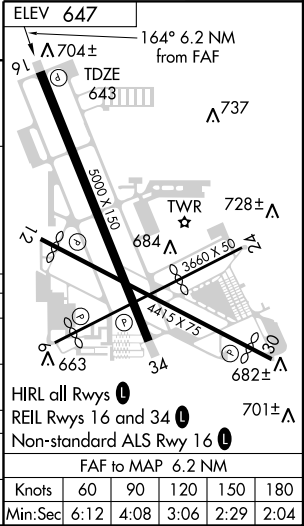
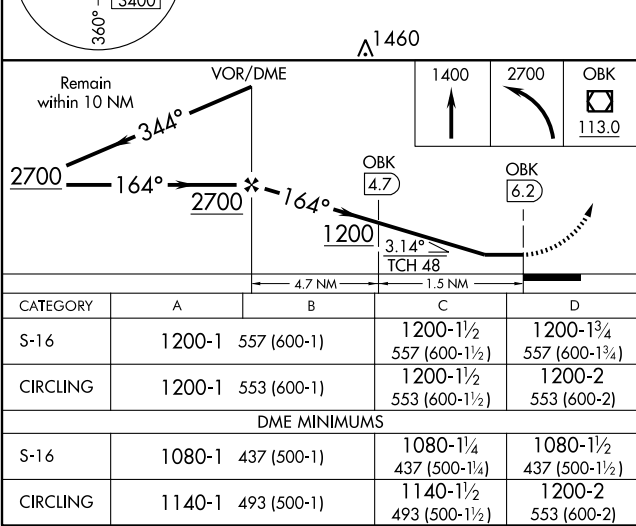
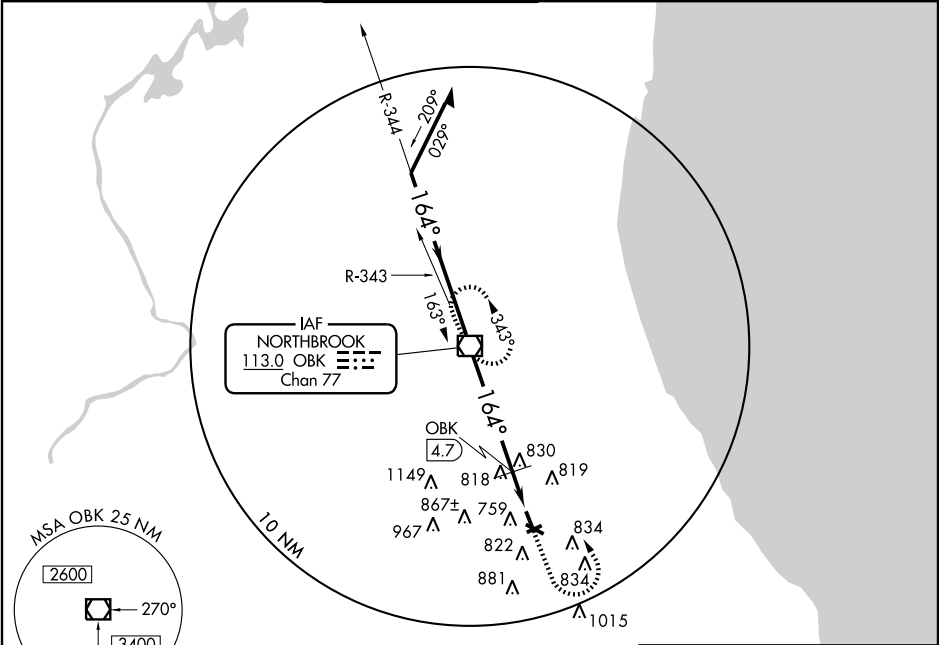
UNICOM
122.95

VOR/DME OBK	APP CRS	Rwy Idg	5000
113.0	164°	TDZE	643
Chan 77		Apt Elev	647

VOR RWY 16
CHICAGO EXECUTIVE (PWK)

MISSED APPROACH: Climb to 1400, then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS 124.2	CHICAGO APP CON 120.55 290.2	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	UNICOM 122.95
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CHICAGO/ROCKFORD INTL (RFD) 68 NW UTC-6(-5DT) N42°11.72' W89°05.83'
 742 B S4 FUEL 100LL JET A, A1+ OX 1, 2, 3, 4 LRA ARFF Index—See Remarks
 NOTAM FILE RFD

CHICAGO

H-5D, L-28H
 IAP, AD

RWY 07-25: H10004X150 (ASPH-CONC-GRVD) S-100, D-190

2D-360, 2D/2D2-850 HIRL CL

RWY 07: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68'. Trees.
 0.3% down.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 37'. Tree.

RWY 01-19: H8200X150 (ASPH-GRVD) S-100, D-210 2D-390,
 2D/2D2-850 HIRL CL

RWY 01: MALSR. TDZL. Road. 0.6% up.

RWY 19: REIL. VASI(V6L)—Upper GA 3.25° TCH 90'.

Lower GA 3.0° TCH 50'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	07-25	6000
RWY 07	01-19	8800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-8199 TODA-8199 ASDA-8199 LDA-8199

RWY 19: TORA-8199 TODA-8199 ASDA-8099 LDA-8099

AIRPORT REMARKS:

Attended continuously. Birds and Deer on and in/ov arpt. Rwy 07 RVR touchdown, midpoint and rollout avbl. Class I, ARFF Index C. ARFF Index E equipment avbl with one hr PPR call 815-969-4011. US customs office rqr 2 hr advance notice during business hrs Mon-Fri 1430-2300Z†. US Customs user fee arpt. Request for U.S. Customs svc on weekends should be received by 2300Z† Fri. Ldg fee. Twy L identifying sign on Twy J NSTD.

WEATHER DATA SOURCES: ASOS (815) 399-0627.

COMMUNICATIONS: ATIS 127.6 UNICOM 122.95

ROCKFORD RCO 122.65 (KANKAKEE RADIO)

Ⓡ **ROCKFORD APP/DEP CON** 126.0 (West) 121.0 (East)

ROCKFORD TOWER 118.3 **CLNC DEL** 119.25 **GND CON** 121.9

TRSA svc ctc **APP CON**.

RADIO AIDS TO NAVIGATION: NZTAM FILE RFD.

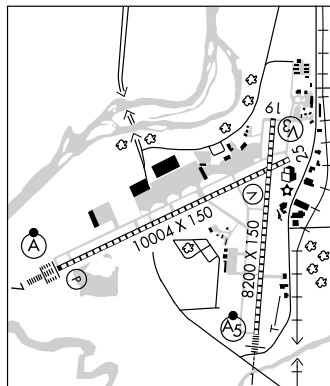
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53' W89°11.96' 111° 4.9 NM to fld. 868/1E.

GILMY NDB (LOM) 275 RF N42°06.86' W89°05.92' 001° 4.9 NM to fld.

ILS/DME 109.3 I-RFD Chan 30 Rwy 01. Class IE. LOM GILMY NDB.

ILS 109.55 I-UDY Rwy 07. Class IIIE.

ASR



CHICAGO/ROMEOVILLE

LEWIS UNIVERSITY (LOT) 20 SW UTC-6(-5DT) N41°36.49' W88°05.77'

CHICAGO

COPTER

679 B S4 FUEL 100LL, JET A NOTAM FILE LOT

H-5E, L-28H, A
 IAP

RWY 02-20: H6500X100 (CONC-GRVD) D-99 MIRL 0.3% up S

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 20: REIL. PAPI(P4L)—GA 3.2° TCH 40'.

RWY 09-27: H5696X75 (ASPH-PFC) MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 41'.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 196'. Tree.

AIRPORT REMARKS: Attended 1300-0300Z†. Twy A clsd indef. N parking ramp clsd to all multi engine acft. Birds on and in/ov arpt.

Rotating bcn OTS indef. MIRL Rwy 02-20 and Rwy 09-27 preset on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE REIL Rwy 02, Rwy 20, Rwy 09 and Rwy 27 and PAPI Rwy 02, Rwy 20, Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (815) 588-4802.

COMMUNICATIONS: CTAF/UNICOM 122.8

JOLIET RCO 122.5 122.1R 112.3T (KANKAKEE RADIO).

Ⓡ **CHICAGO APP/DEP CON** 119.35

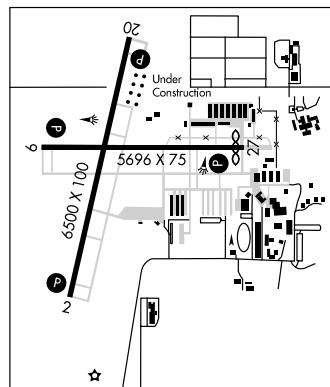
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 068° 10.7 NM to fld. 592/2E.

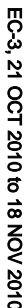
ILS/DME 111.95 I-LOT Chan 56Y Rwy 09. LOC only.

ILS/DME 108.55 I-JQH Chan 22Y Rwy 02. LOC only.

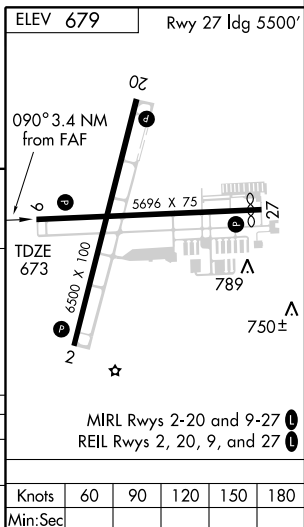


LOC/DME RWY 9
CHICAGO/LEWIS UNIVERSITY (LOT)

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct JOT VORTAC and hold.

UNICOM
122.8 (CTAF) **L**

EC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-9	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

LOC/DME I-JQH	APP CRS	Rwy Idg	6500
108.55	016°	TDZE	679
Chan 22 (Y)		Apt Elev	679

LOC RWY 2

CHICAGO/ LEWIS UNIVERSITY (L.O.T)

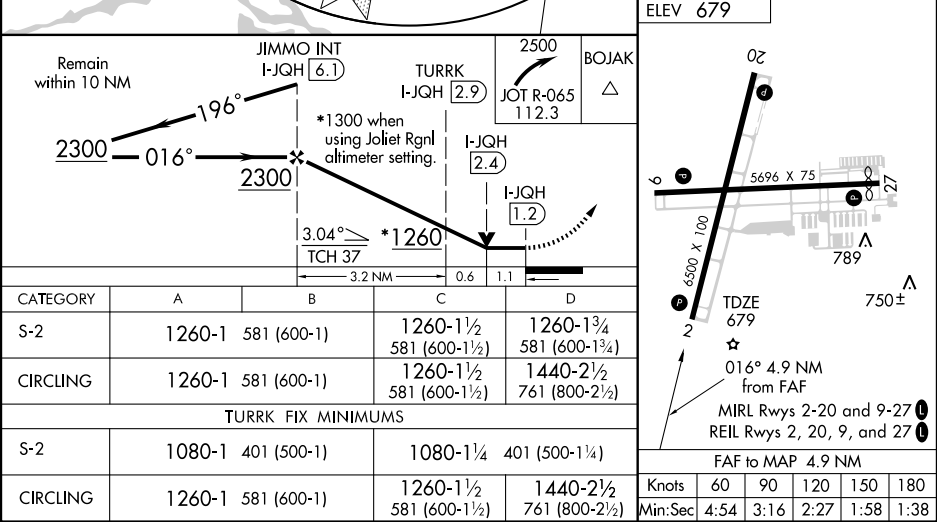
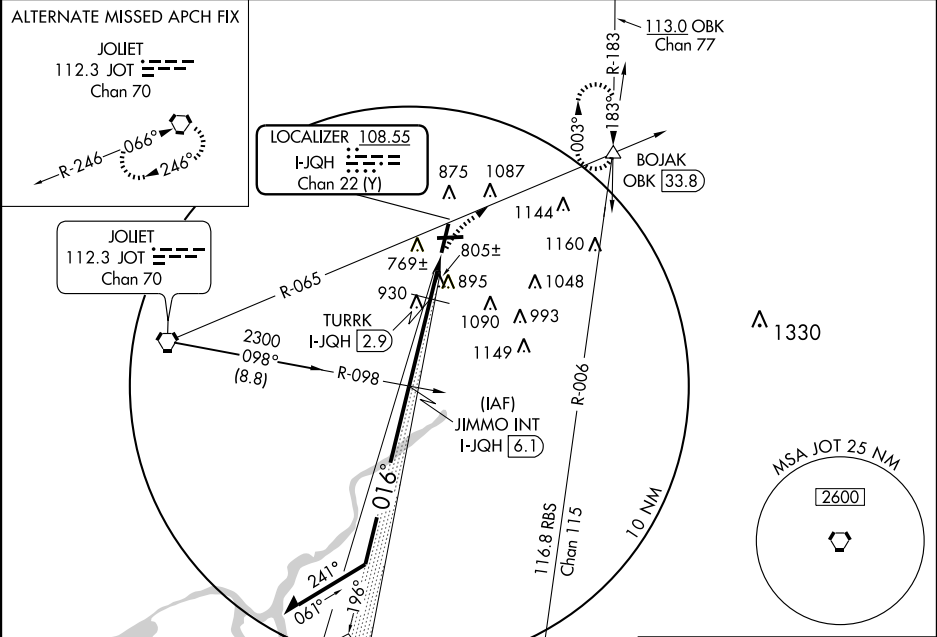
▼

▲ NA

VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet. Increase S-2 Cat C and D and Circling Cat C visibility ¼ mile. TURRK Fix Minimums: Increase S-2 Cat D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via JOT VORTAC R-065 to BOJAK INT/ OBK 33.8 DME and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) 0



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

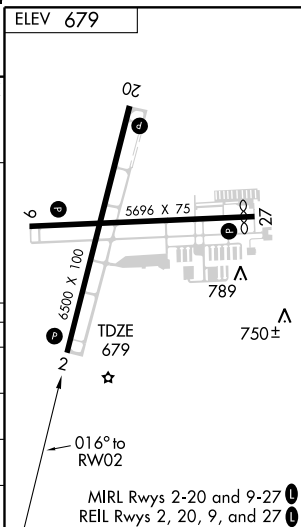
RNAV (GPS) RWY 2
CHICAGO/ LEWIS UNIVERSITY (LOT)

MISSED APPROACH:
Climb to 2500 direct ALASE
and right turn on track 116°
to BOJAK and hold.

UNICOM
122.8 (CTAF)



EC-3, 21 OCT 2010 to 18 NOV 2010



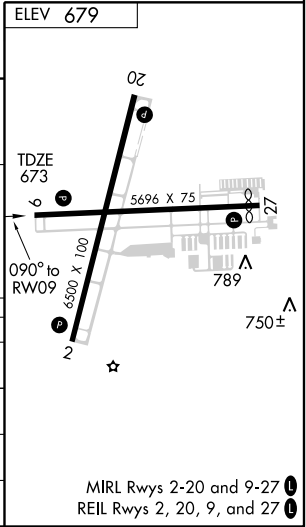
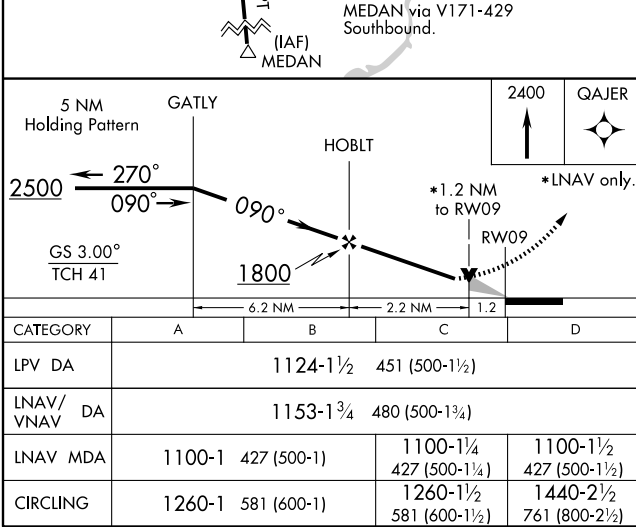
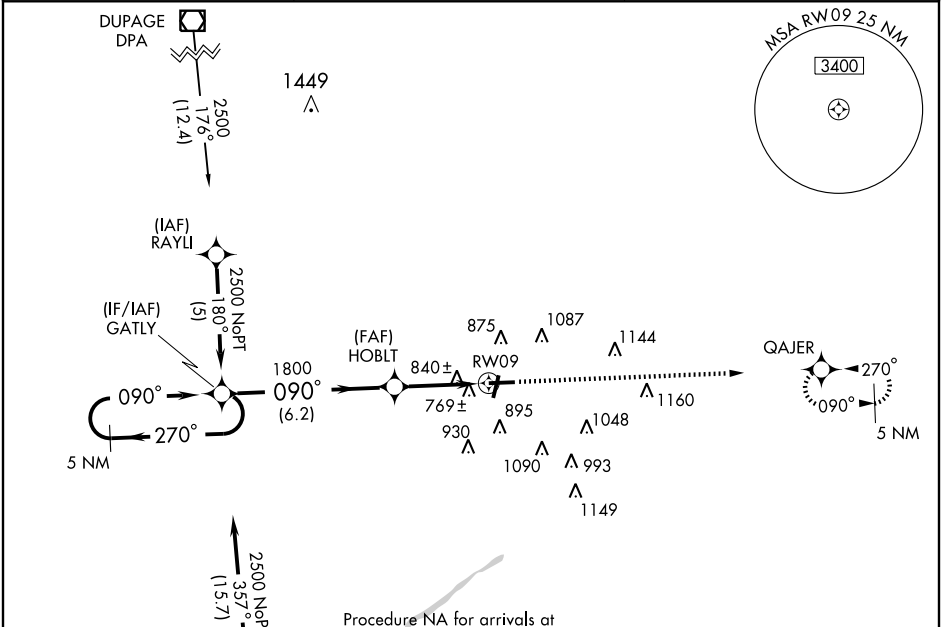
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▲

Baro-VNAV NA when using Joliet Rgnl altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Joliet Rgnl altimeter setting. If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F).

MISSED APPROACH:
Climb to 2400 direct QAJER and hold.

AWOS-3 118.525	CHICAGO APP CON 119.35 388.0	UNICOM 122.8 (CTAF) 0
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APP CRS
196°

Rwy Idg
TDZE
668

Apt Elev
679

RNAV (GPS) RWY 20

CHICAGO/ LEWIS UNIVERSITY (L.O.T)

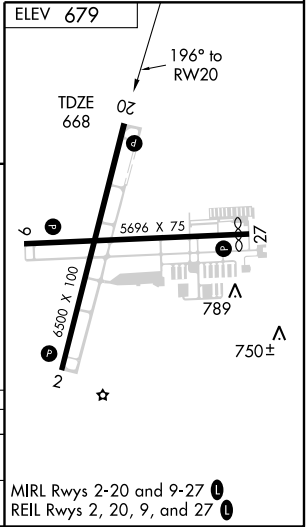
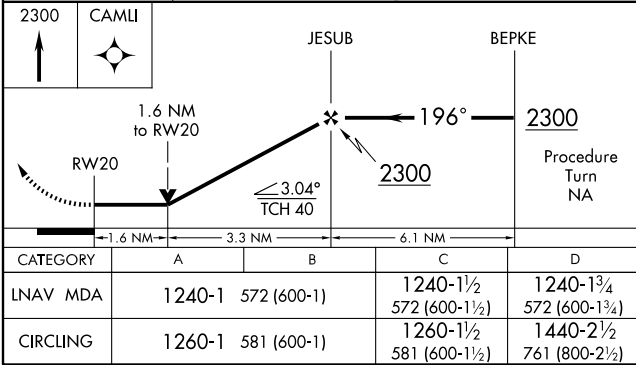
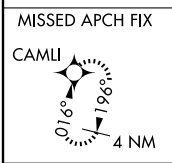
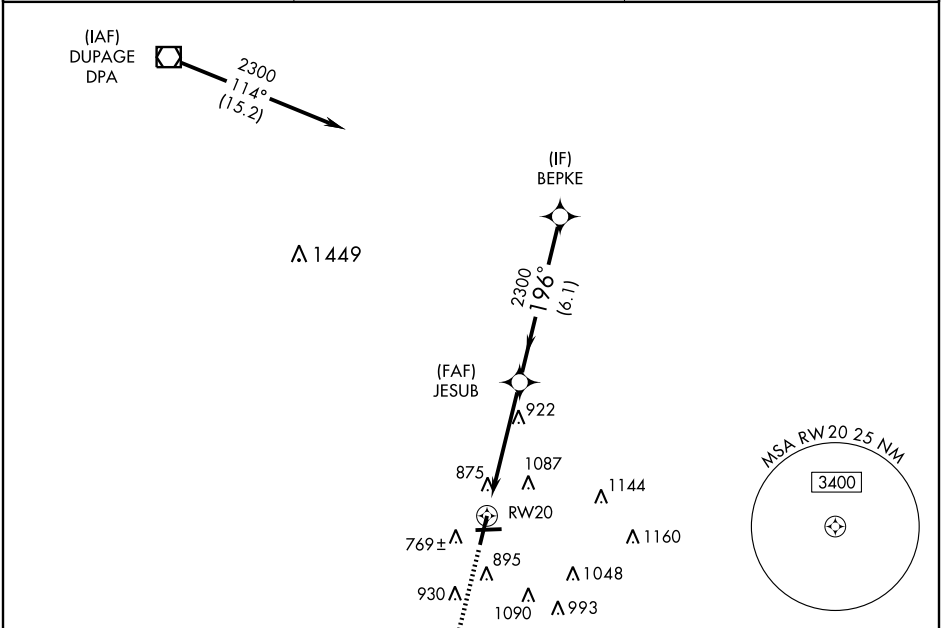
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct CAMLI and hold.

AWOS-3 118.525	CHICAGO APP CON 119.35 388.0	UNICOM 122.8 (CTAF) 0
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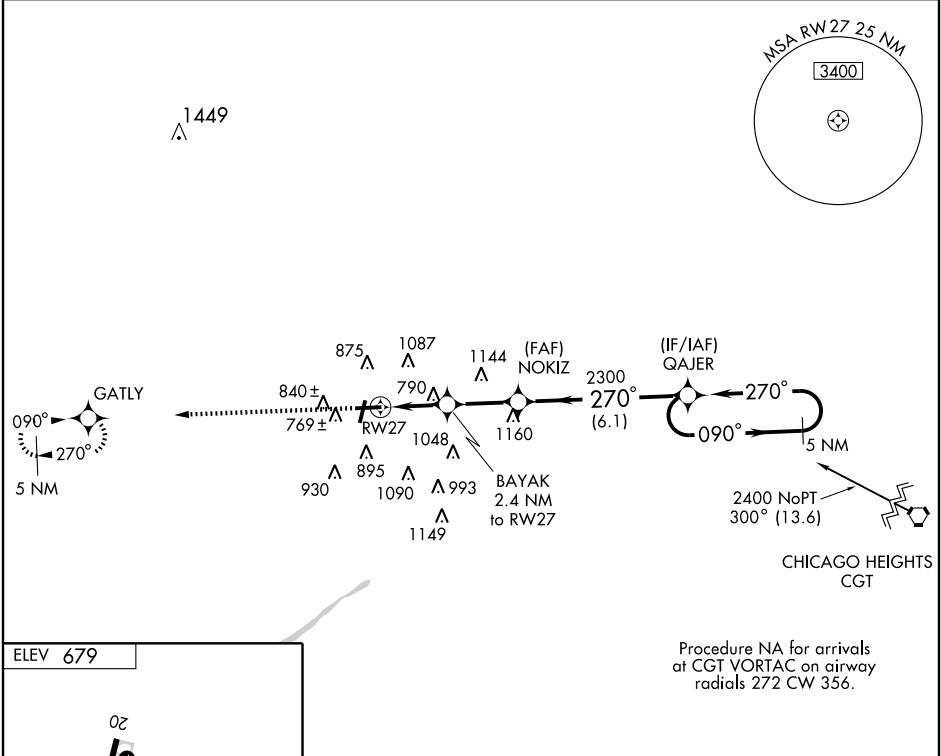
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase Cat C circling visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GATLY and hold.

AWOS-3 118.525	CHICAGO APP CON 119.35 388.0	UNICOM 122.8 (CTAF) 0
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<div>MIRL Rwy 2-20 and 9-27</div> <div>REIL Rwy 2, 20, 9, and 27</div>	CATEGORY		A	B	C	D
	LPV DA		934-1 266 (300-1)			
	LNAV MDA		1120-1	452 (500-1)	1120-1¼ 452 (500-1¼)	1120-1½ 452 (500-1½)
	CIRCLING		1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC JOT	APP CRS	Rwy Idg	5696
112.3	066°	TDZE	673
Chan 70		Apt Elev	679

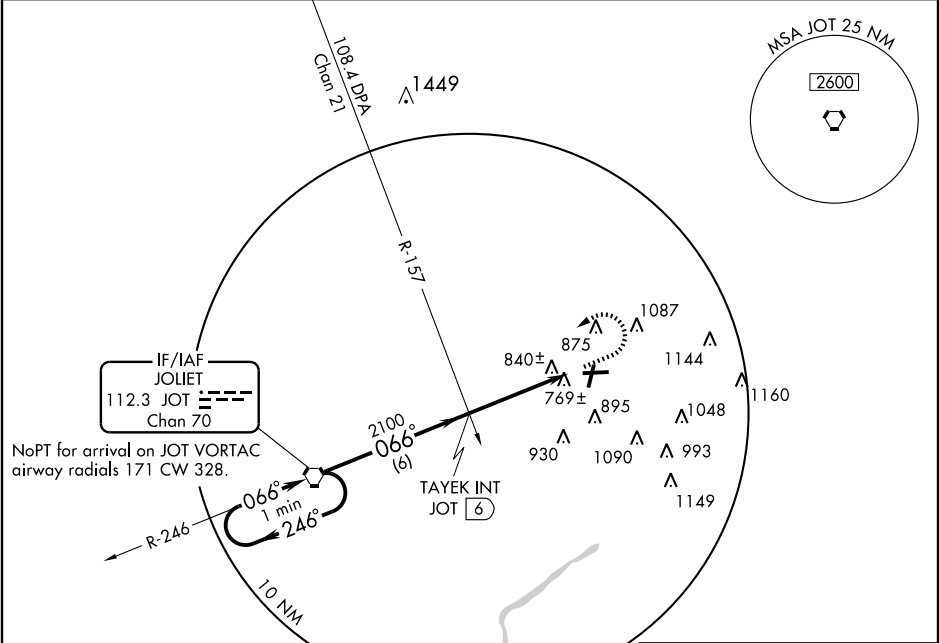
VOR RWY 9
CHICAGO/ LEWIS UNIVERSITY (L.O.T)

⚠ If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet.

⚠ VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climb to 1200, then climbing left turn to 2400 direct JOT VORTAC and hold.

AWOS-3 118.525	CHICAGO APP CON 119.35 388.0	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern

VORTAC

TAYEK INT JOT (6)

JOT (9.1)

JOT (10.3)

2400 ← 246°

066° →

066°

2100

3.02°

TCH 41

6 NM

3.1 NM

1.2 NM

ELEV 679

066° 4.3 NM from FAF

20

2

6

5696 X 75

0

27

TDZE 673

4500 X 100

2

789

750±

CATEGORY	A	B	C	D
S-9	1100-1 427 (500-1)	1100-1½ 427 (500-1½)	1100-1½ 427 (500-1½)	1100-1½ 427 (500-1½)
CIRCLING	1260-1 581 (600-1)	1260-1½ 581 (600-1½)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

MIRL Rwy 2-20 and 9-27 **0**

REIL Rwy 2, 20, 9, and 27 **0**

FAF to MAP 4.3 NM

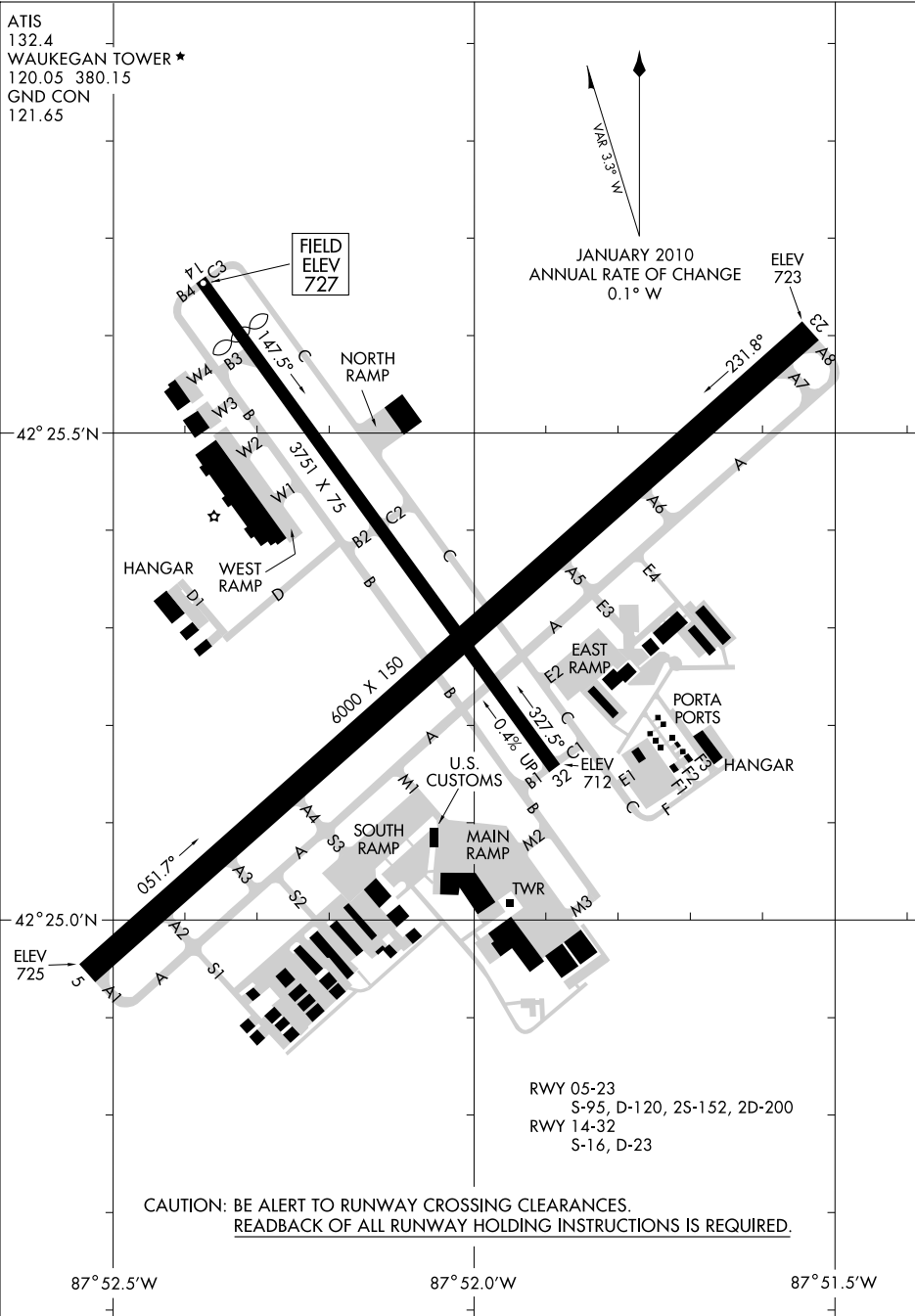
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ATIS
132.4
WAUKEGAN TOWER ★
120.05 380.15
GND CON
121.65

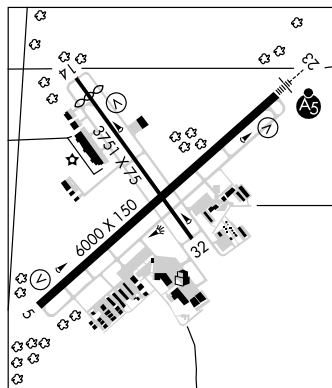
EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

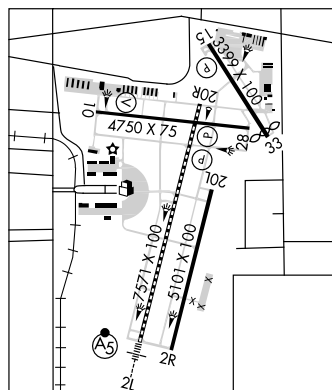
CHICAGO

ILS 110.7 I-UGN Rwy 23. LOM WAUKE NDB. LOC only.



CHICAGO

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.



ST LOUIS

NDB (MHW) 263 CVM at St Louis Rgnl.

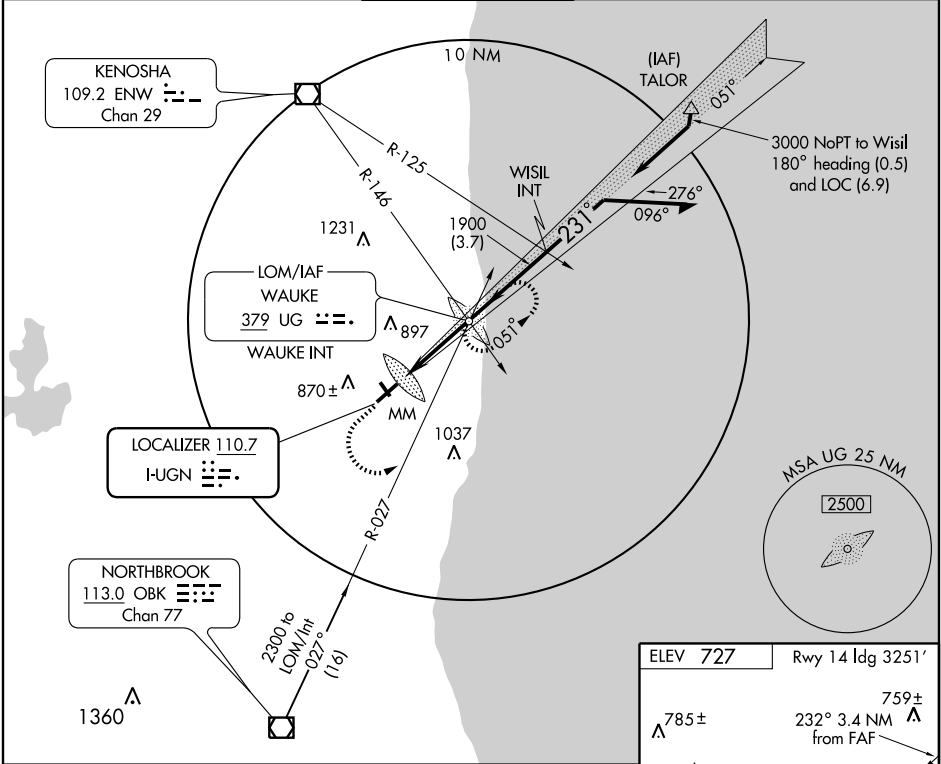
COLES CO MEML (See MATTOON-CHARLESTON)

A

LOC I-UGN	APP CRS	Rwy Idg	6000
110.7	231°	TDZE	723
		Apt Elev	727

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 to intercept OBK R-027 to LOM/INT and hold.

ATIS 132.4	CHICAGO APP CON 120.55 290.2	WAUKEGAN TOWER ★ 120.05 (CTAF) 380.15	GND CON 121.65	UNICOM 122.95
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1600	2300	UG	WAUKE LOM/INT	1869	051°	231°	2300	GS 3.00° TCH 53
↑	↙							
	OBK R-027 113.0	379						
			MM					
	0.5	2.9 NM						
CATEGORY	A	B	C	D				
S-ILS 23		923-1/2	200 (200-1/2)					
S-LOC 23		1140-1/2	417 (500-1/2)				1140-3/4 417 (500-3/4)	
CIRCLING	1180-1	453 (500-1)	1180-1 1/2 453 (500-1 1/2)	1280-2 553 (600-2)				

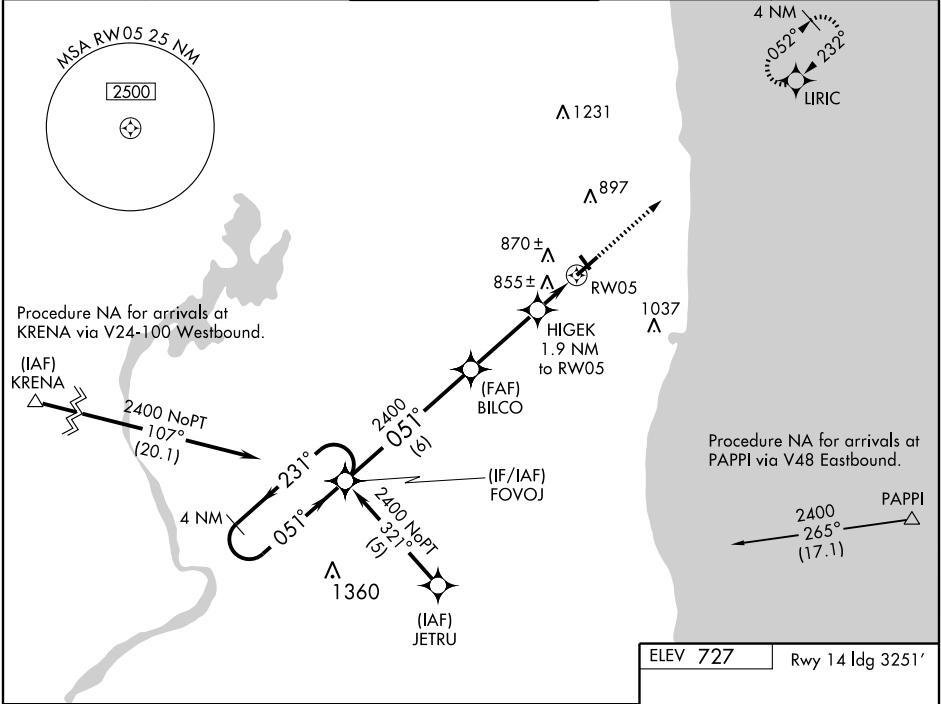
ELEV 727	Rwy 14 Idg 3251'
785±	759±
232° 3.4 NM from FAF	TDZE 723
6000 X 150	52
HIRL Rwy 5-23	MIRL Rwy 14-32
FAF to MAP 3.4 NM	
Knots	60 90 120 150 180
Min:Sec	3:24 2:16 1:42 1:21 1:08

▼

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
When VGSI inoperative, straight-in/circling to Rwy 5 NA at night.
Circling to Rwy 14/32 NA at night.

MISSED APPROACH: Climb to 2300 direct LIRIC and hold.

ATIS 132.4	CHICAGO APP CON 120.55 290.2	WAUKEGAN TOWER ★ 120.05 (CTAF) 380.15	GND CON 121.65	UNICOM 122.95
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4 NM Holding Pattern		FOVOJ	BILCO	2300 ↑	LIRIC ✦
2400 ← 231° 051° →		051° →	HIGEK 1.9 NM to RW05	785± Λ	
GS 3.00° TCH 40		2400	1360	759± Λ	
		6 NM	3.2 NM	RW05	
			1.9 NM		
CATEGORY	A	B	C	D	
LPV DA	990-1 265 (300-1)				
LNAV/VNAV DA	1140-1½ 415 (500-1½)				
LNAV MDA	1120-1 395 (400-1)			1120-1¼ 395 (400-1¼)	
CIRCLING	1180-1½ 453 (500-1½)			1280-2 553 (600-2)	

ELEV 727

Rwy 14 Idg 3251'

051° to RW05

6000 X 150

32

U.S.

TDZE 725

HIRL Rwy 5-23

MIRL Rwy 14-32

WAAS CH 86211 W23A	APP CRS 232°	Rwy Idg 6000 TDZE 723 Apt Elev 727
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RNAV (GPS) RWY 23
CHICAGO/WAUKEGAN RGNL (UGN)

T DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). Circling to Rwy 14/32 NA at night. For inoperative MALSR increase LPV visibility to $\frac{3}{4}$ all Cats., and increase LNAV/VNAV Cat. D visibility to 1.

MALSR

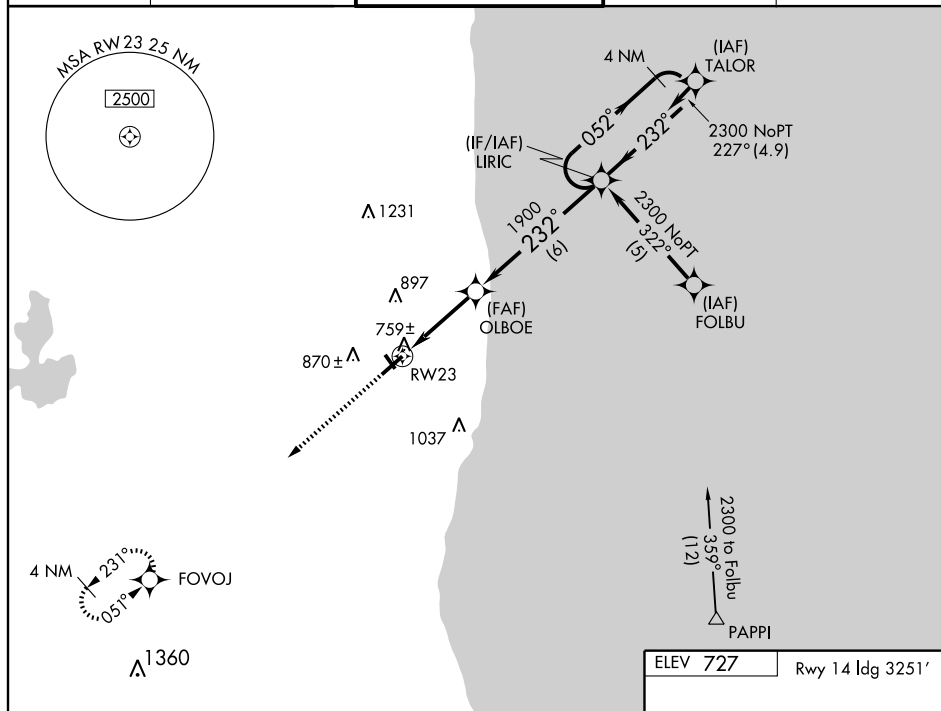
MISSED APPROACH: Climb to 2400 direct FOVOJ and hold.

ATIS
132.4

CHICAGO APP CON
120.55 290.2

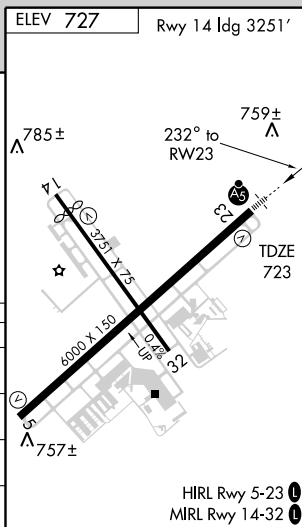
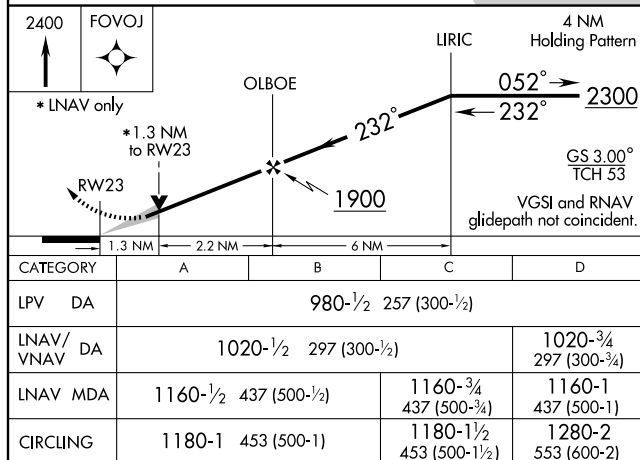
WAUKEGAN TOWER ★
120.05 (CTAF) L 380.15

GND CON
121.65

UNICOM
122.95

EC-3, 21 OCT 2010 to 18 NOV 2010

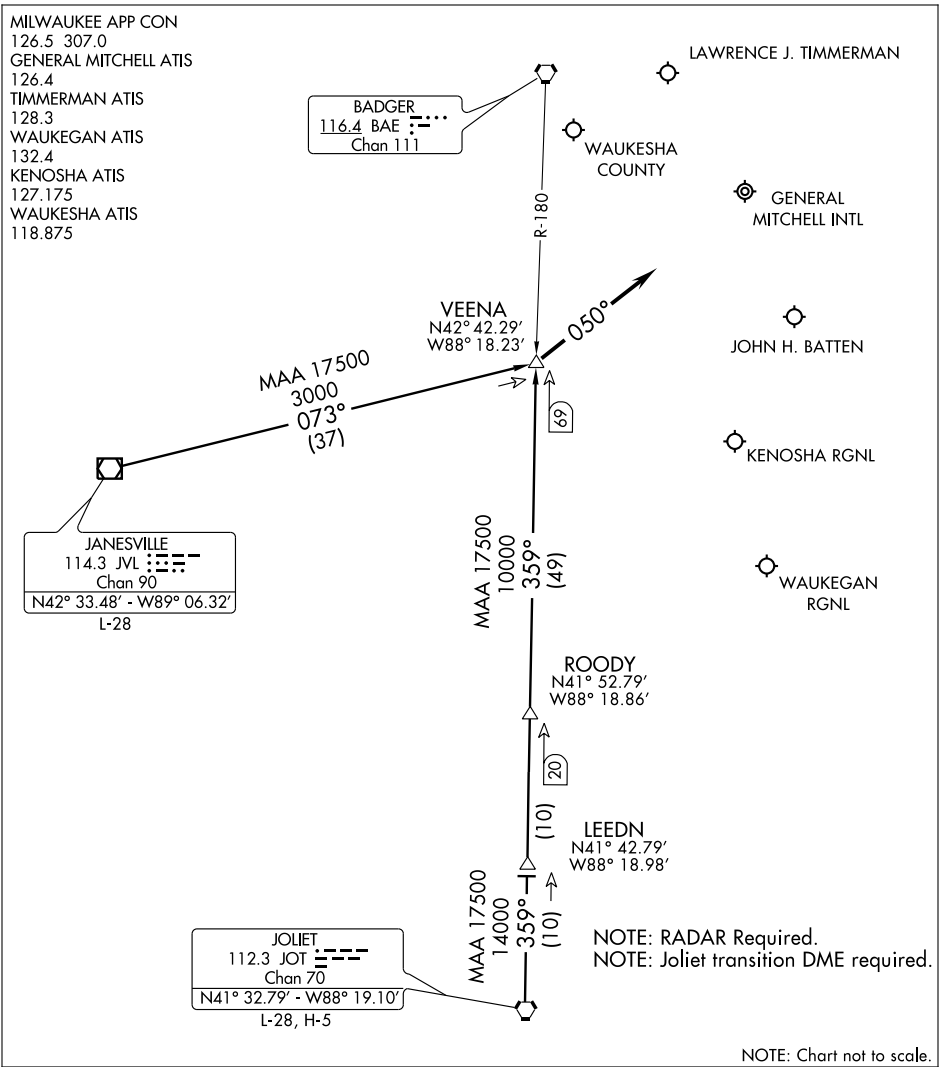
EC-3, 21 OCT 2010 to 18 NOV 2010



CHICAGO/WAUKEGAN, ILLINOIS
Orig 08157

42° 25'N-87° 52'W

CHICAGO/WAUKEGAN RGNL (UGN)
RNAV (GPS) RWY 23



JANESVILLE TRANSITION (JVL.VEENA2): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence

JOLIET TRANSITION (JOT.VEENA2): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence

. . . . Depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

COLUMBIA

SACKMAN FLD (H49) 2 NW UTC-6(-5DT) N38°27.14' W90°14.16'

ST LOUIS

420 NOTAM FILE STL

RWY 03-21: 2450X150 (TURF) LIRL (NSTD)

RWY 03: P-line. RWY 21: Trees. Rgt tfc.

AIROPT REMARKS: Unattended. Admin bldg can be accessed by ciper lock which has applicable instructions. P-line marked with orange balls. Rwy 03-21 NSTD LIRL due to uneven spacing and non-frangible mounts. For Rwy lgts key 122.9 3 clicks. Lgts go off after 15 min.

COMMUNICATIONS: CTAF 122.9

COMPTON

BRESSON (C82) 4 N UTC-6(-5DT) N41°45.75' W89°06.09'

CHICAGO

769 S4 TPA-1569(800) NOTAM FILE IKK

RWY 18-36: 2590X184 (TURF) LIRL (NSTD)

RWY 18: Thld dsplcd 292'. Dike. RWY 36: Thld dsplcd 320'. Road.

AIROPT REMARKS: Attended 1400Z±-dusk. Arpt clsd winter months when snow covered except for ski equipped acft. For NSTD LIRL Rwy 18-36 call 815-628-7111/7431. Rwy 18 and Rwy 36 dsplcd thld marked with tires. Rwy 18-36 NSTD LIRL due to non-frangible mountings; spacing and ints.

COMMUNICATIONS: CTAF/UNICOM 123.0

COTTONWOOD (See ROCKFORD)

CUSHING FLD LTD (See NEWARK)

DACY (See HARVARD)

DANVILLE N40°17.63' W87°33.43' NOTAM FILE DNV.

CHICAGO

(L) VORTAC 111.0 DNV Chan 47 195° 5.9 NM to Vermilion Rgnl. 700/2E.

RCO 122.1R 111.0T (ST LOUIS RADIO)

H-5E, 4H, L-27D

DANVILLE

VERMILION RGNL (DNV) 4 NE UTC-6(-5DT) N40°11.98' W87°35.73'

CHICAGO

697 B S4 FUEL 100LL, JET A NOTAM FILE DNV

RWY 03-21: H6002X100 (ASPH-PFC) S-50, D-75, 2S-95 HIRL 0.8% up NE

RWY 03: VASI(V4L)-GA 3.0° TCH 41'. Tree.

RWY 21: MALSR. PAPI(P4L).

RWY 16-34: H3999X100 (ASPH-GRVD) S-40, D-50 MIRL

0.6% up N

RWY 16: REIL. VASI(V2L)-GA 3.0° TCH 26'. Tree.

RWY 34: REIL. VASI(V2L)-GA 3.0° TCH 26'. Road.

AIROPT REMARKS: Attended 1300-0400Z±. HIRL Rwy 03-21 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 21, MIRL Rwy 16-34, VASI Rwy 03, Rwy 16 and Rwy 34, PAPI Rwy 21, REIL Rwys 16 and 34-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (217) 442-4660.

COMMUNICATIONS: CTAF/UNICOM 122.7.

DANVILLE RCO 122.1R 111.0T (ST LOUIS RADIO)

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z±)

CHICAGO CENTER APP/DEP CON 135.75 (0500-1200Z±)

CHAMPAIGN CLNC DEL 121.7

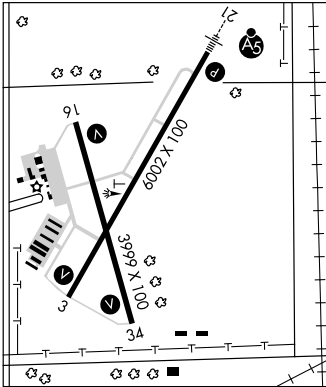
AIRSPACE: CLASS E svc 1200-1800Z± and 0200-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DNV.

DANVILLE (L) VORTAC 111.0 DNV Chan 47 N40°17.63' W87°33.43' 195° 5.9 NM to fld. 700/2E.

JULIP NDB (LOM) 332 DN N40°17.37' W87°31.78' 209° 6.2 NM to fld.

ILS 108.5 I-DNV Rwy 21. LOM JULIP NDB. Unmonitored.

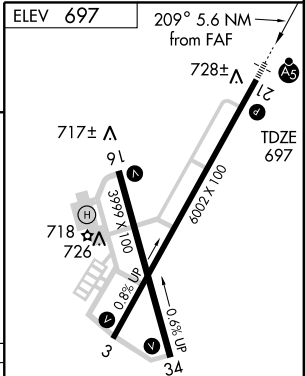
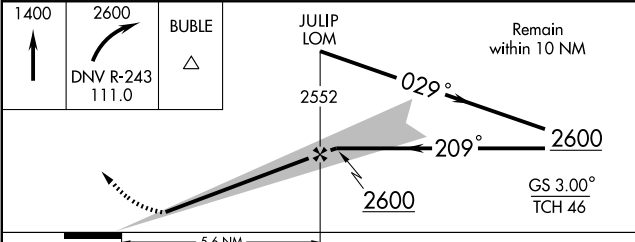
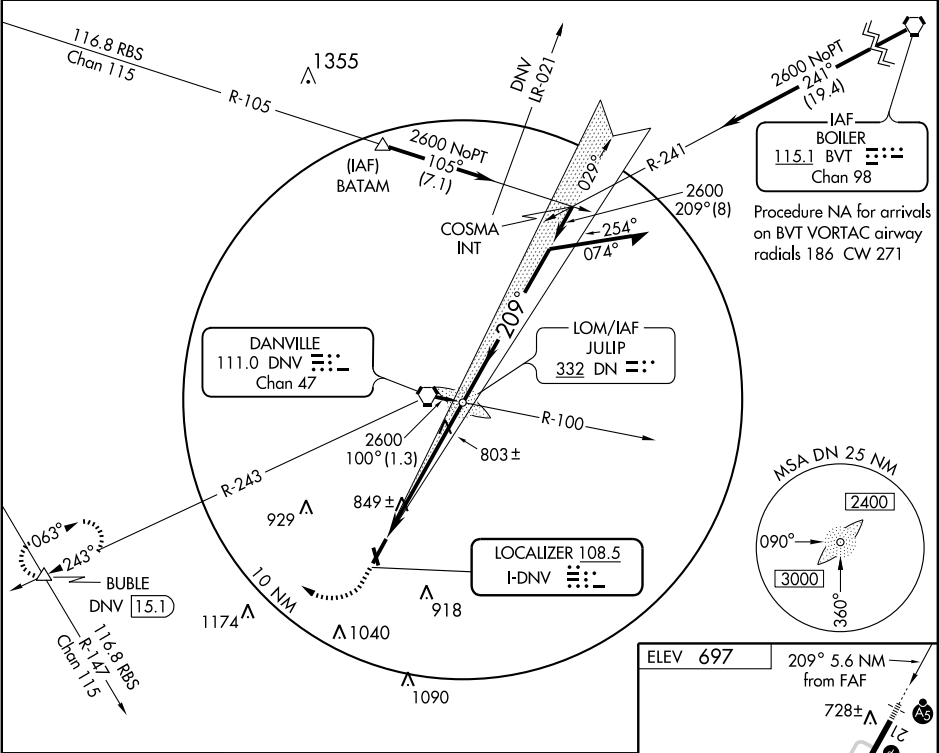


LOC I-DNV	APP CRS	Rwy Idg	6002
108.5	209°	TDZE	697
		Apt Elev	697




ILS or LOC RWY 21
DANVILLE/VERMILION RGNL (DNV)

 If local altimeter not received, use University of Illinois-Willard altimeter setting, and increase all DAs/MDAs 100 feet.	 MALS R	MISSED APPROACH: Climb to 1400, then climbing right turn to 2600 via DNV R-243 to BUBLE Int and hold.
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AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 291.0	CLNC DEL 121.7	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S- ILS 21	897-1/2 200 (200-1/2)			
S- LOC 21	1060-1/2	363 (400-1/2)	1060-3/4	363 (400-3/4)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1 1/2 463 (500-1 1/2)	1260-2 563 (600-2)

HIRL Rwy 3-21 					
MIRL Rwy 16-34 					
REIL Rwy 16 and 34 					
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AL-5117 (FAA)

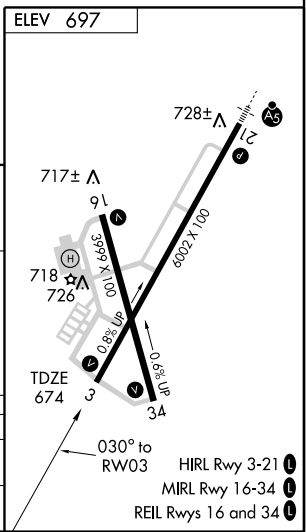
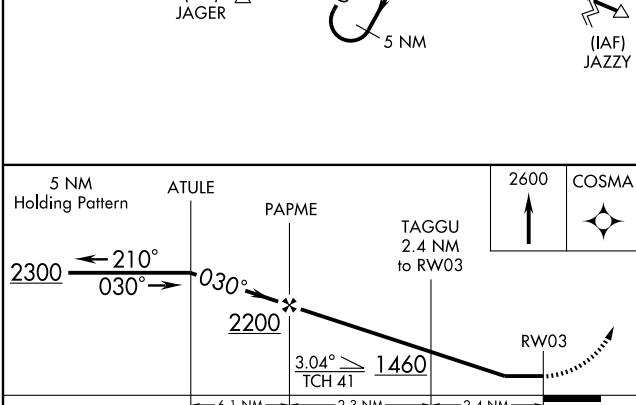
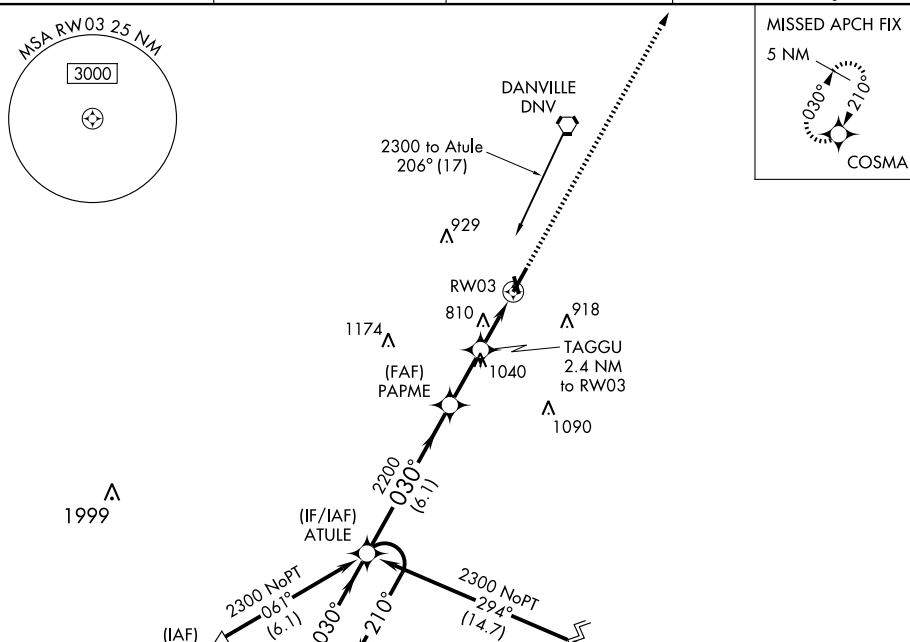
APP CRS 030°	Rwy Idg TDZE Apt Elev	6002 674 697
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RNAV (GPS) RWY 3
DANVILLE/VERMILION RGNL (DNV)

T If local altimeter setting not received, use University of Illinois-Willard
A altimeter setting and increase all MDAs 100 feet. Visibility reduction by
helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct COSMA and hold.

AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 291.0	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAP MDA	1120-1 446 (500-1)		1120-1¼ 446 (500-1¼)	1120-1½ 446 (500-1½)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

DANVILLE, ILLINOIS
Orig 09183

40°12'N-87°36'W

DANVILLE/VERMILION RGNL (DNV)
RNAV (GPS) RWY 3

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

DANVILLE, ILLINOIS

AL-5117 (FAA)

WAAS CH 58004 W21A	APP CRS 210°	Rwy Idg 6002 TDZE 697 Apt Elev 697
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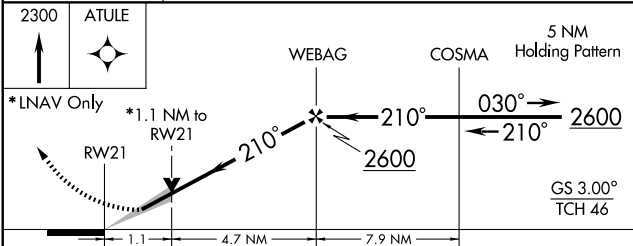
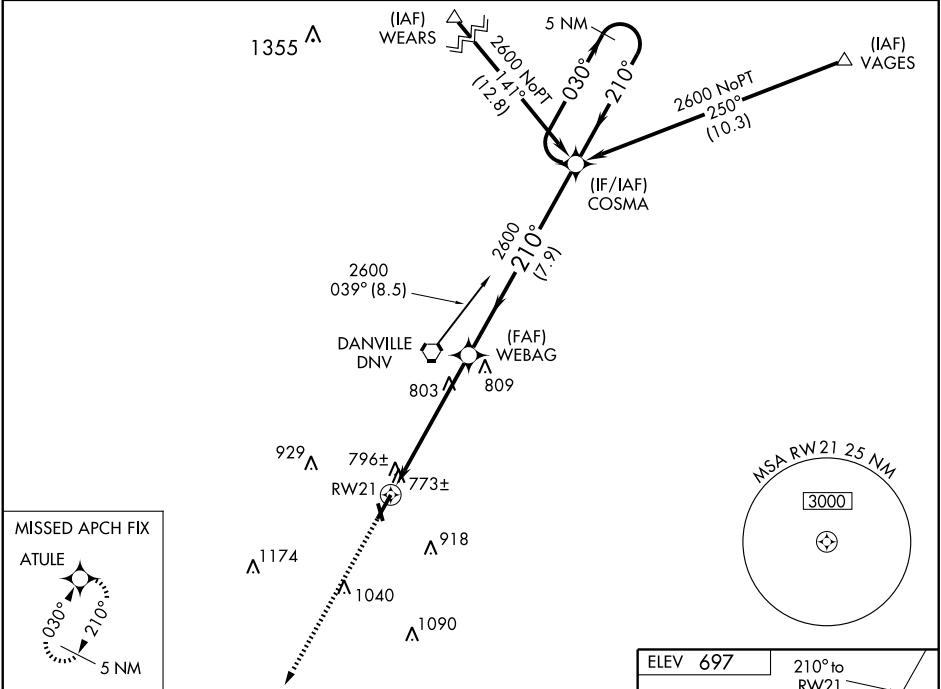
RNAV (GPS) RWY 21
DANVILLE/VERMILION RGNL (DNV)

⚠ If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using University of Illinois-Willard altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cts visibility to 1 mile and LNAV Cat D visibility to 1 1/4 mile. DME/DME RNP-0.3 NA.

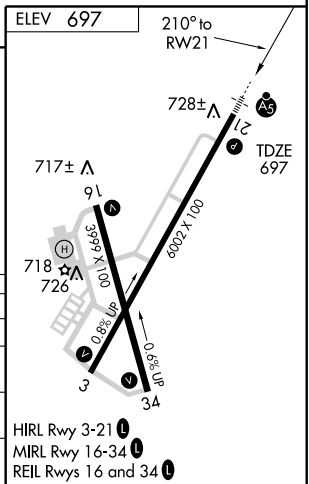
MALSR

MISSED APPROACH: Climb to 2300 direct ATULE and hold.

AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 291.0	CLNC DEL 121.7	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	990-1/2	293 (300-1/2)		
LNAV/VNAV DA	1069-3/4	372 (400-3/4)		
LNAV MDA	1080-1/2	383 (400-1/2)		1080-1 383 (400-1)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1 1/2 463 (500-1 1/2)	1260-2 563 (600-2)



DANVILLE, ILLINOIS
Orig 09183

40° 12'N-87° 36'W

DANVILLE/VERMILION RGNL (DNV)
RNAV (GPS) RWY 21

EC-3, 21 OCT 2010 to 18 NOV 2010

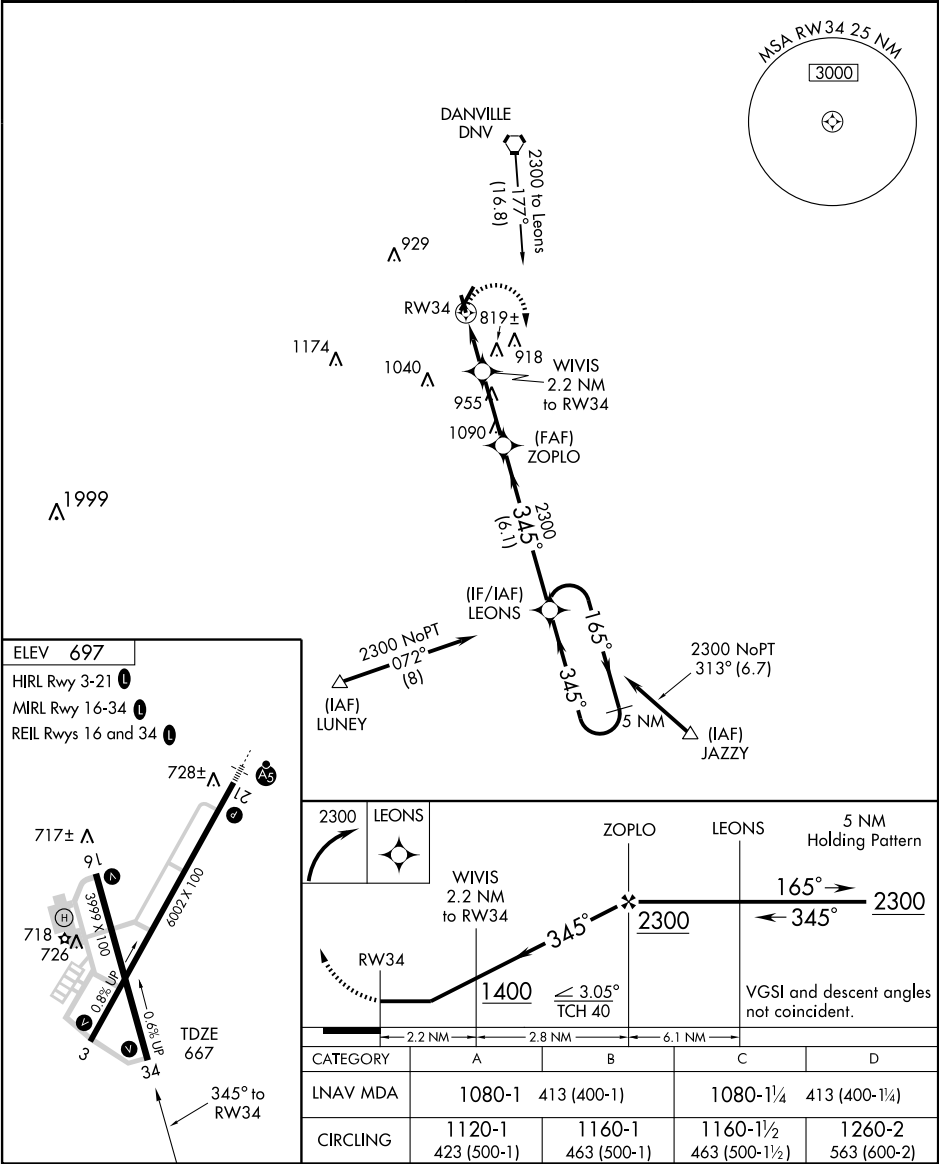
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3999
345°	TDZE	667
	Apt Elev	697

RNAV (GPS) RWY 34
DANVILLE/VERMILION RGNL (DNV)

<p>▼ If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet.</p> <p>⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing right turn to 2300 direct LEONS and hold.</p>
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AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 291.0	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
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AL-5117 (FAA)

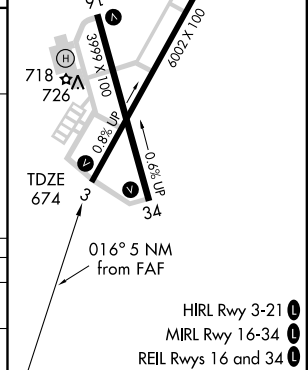
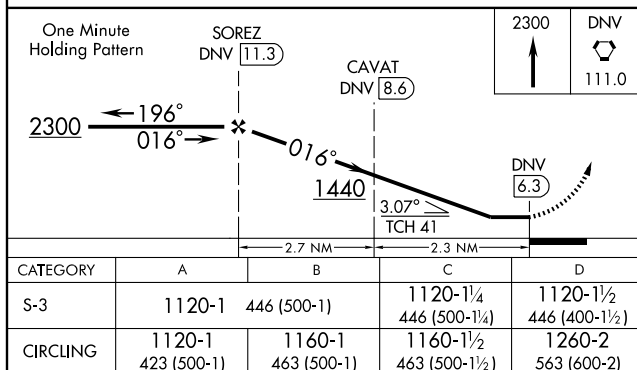
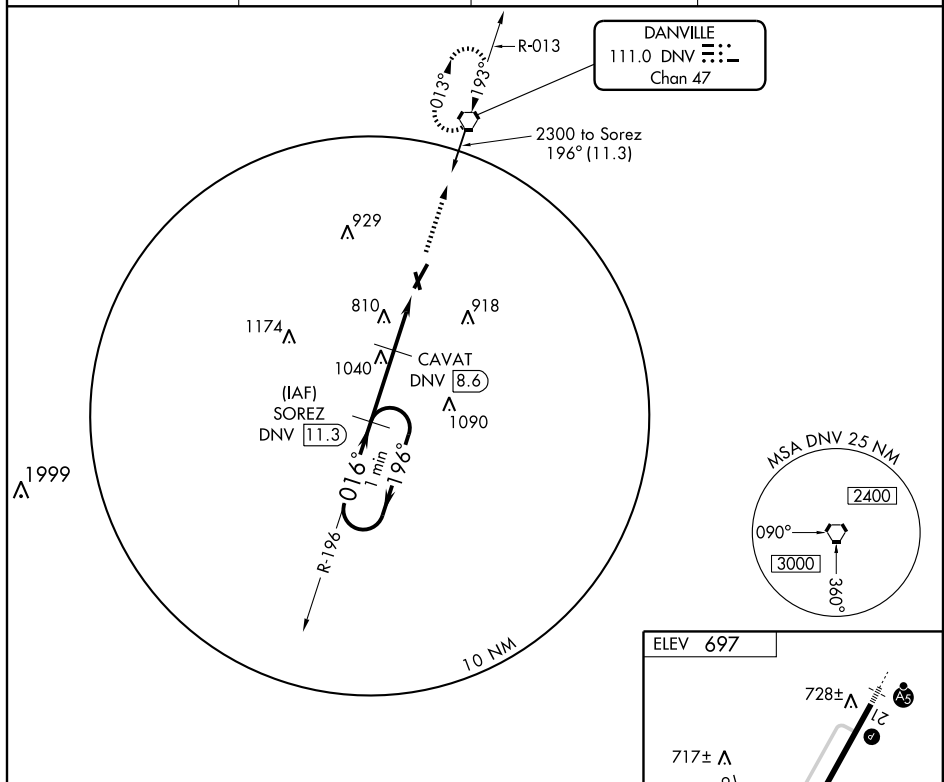
VORTAC DNV 111.0 Chn 47	APP CRS 016°	Rwy Idg 6002 TDZE 674 Apt Elev 697
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VOR/DME RWY 3
DANVILLE/VERMILION RGNL (DNV)

- T** If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet.
- A** Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300
direct DNV VORTAC and hold.

AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 291.0	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
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DANVILLE, ILLINOIS
Amdt 12 09183

40° 12' N-87° 36' W

DANVILLE/VERMILION RGNL (DNV)
VOR/DME RWY 3

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

DANVILLE, ILLINOIS

AL-5117 (FAA)

VORTAC DNV 111.0 Chan 47	APP CRS 193°	Rwy Idg 6002 TDZE 697 Apt Elev 697
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VOR RWY 21
DANVILLE/VERMILION RGNL (DNV)

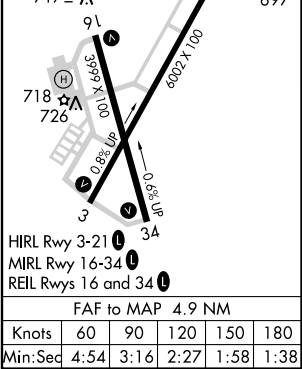
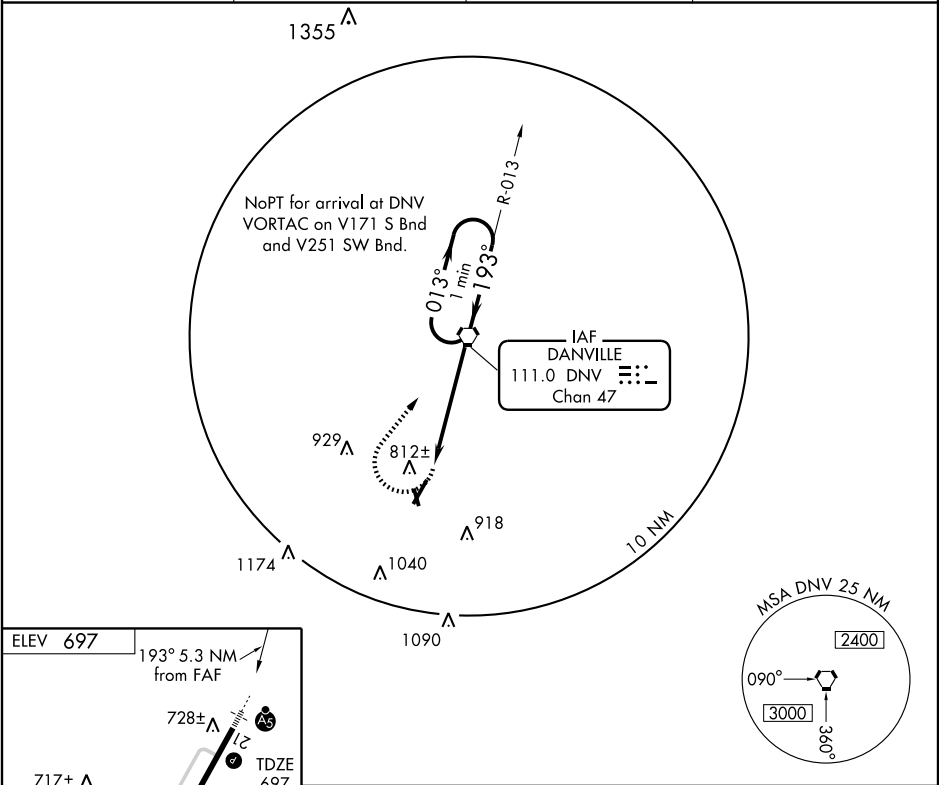
▼
▲

If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. VDP NA when using University of Illinois-Willard altimeter setting. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-21 Cats A and B visibility to 1, and Cat D visibility to 1¼.

MALSR

MISSED APPROACH:
Climbing right turn to 2400
direct DNV VORTAC and hold.

AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 291.0	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
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2400 DNV 111.0		VORTAC One Minute Holding Pattern	
DNV 4.2		DNV 4.9	
0.4 0.7 4.2 NM		013° 2400 193° 2400	
CATEGORY		A B C D	
S-21		1100-¾ 403 (500-¾) 1100-1 403 (500-1)	
CIRCLING		1120-1 423 (500-1) 1160-1 463 (500-1) 1160-1½ 463 (500-1½) 1260-2 563 (600-2)	

DANVILLE, ILLINOIS
Amdt 14 09183

40° 12' N-87° 36' W

DANVILLE/VERMILION RGNL (DNV)
VOR RWY 21

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

DE KALB TAYLOR MUNI (DKB) 2 E UTC-6(-5DT) N41°56.03' W88°42.34'

CHICAGO

914 B S2 FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE DKB

H-5E, L-28H

RWY 02-20: H7026X100 (ASPH-GRVD) S-25, D-80 MIRL

IAP

RWY 02: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 55'. Railroad.

RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 27'. Tree.

RWY 09-27: H4201X75 (ASPH-GRVD) S-25, D-80 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Tree.

RWY 27: REIL. PVASI(P5IL)—GA 3.0° TCH 21'. Tree.

AIRPORT REMARKS: Attended Nov-Mar 1330-2300Z†, Apr-Oct 1330-0000Z†. TPA 1914(1000) for piston acft and 2414(1500) for jet acft. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PVASI Rwy 27, REIL Rwys 09, 27, 02 and 20 and MALSR Rwy 02—CTAF. PAPI Rwys 02 and 20 operates 24 hrs. MIRL Rwy 09-27 opr dusk-dawn.

WEATHER DATA SOURCES: AWOS-3 119.075 (815) 748-2350.**COMMUNICATIONS:** CTAF/UNICOM 122.7

® CHICAGO APP/DEP CON 133.5

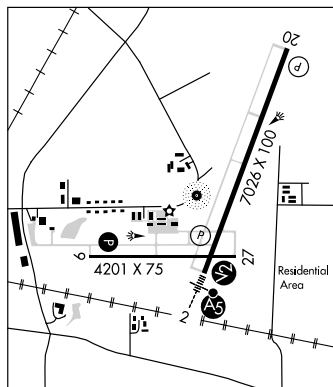
GCO 121.725 (CHICAGO-O HARE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42'
W88°21.01' 277° 16.1 NM to fld. 838/2E.

NDB (MHW) 209 DKB N41°56.04' W88°42.44' at
fld. NOTAM FILE DKB.

ILS/DME 109.95 I-DJK Chan 36Y Rwy 02. Class IT. LOC only.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.**DIXON MUNI—CHARLES R. WALGREEN FLD** (C73) 1 E UTC-6(-5DT) N41°50.02' W89°26.77'

CHICAGO

785 B S4 FUEL 100LL, JET A TPA—1585(800) NOTAM FILE IKK

L-28H

RWY 08-26: H3899X75 (ASPH) S-12 MIRL

IAP

RWY 08: REIL. Tree.

RWY 26: PAPI(P4L)—GA 3.0° TCH 20'. Pole.

RWY 12-30: H2803X75 (ASPH) S-12 MIRL 0.3% up E

RWY 12: Stack.

RWY 30: Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†, Sun on call. For attendant call 815-667-0161 or 815-440-6557. Self fueling avbl 24 hr. MIRL Rwy 12-30 preset on low ints SS-SR; to increase ints and ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, PAPI Rwy 26—CTAF. Twys have edge reflectors with no lgts.

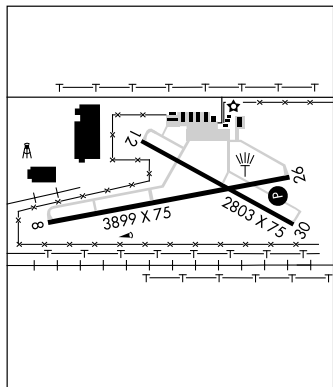
COMMUNICATIONS: CTAF/UNICOM 123.05

® POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

® ROCKFORD APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'
W89°31.45' 153° 8.7 NM to fld. 840/3E. HIWAS.

**DUPAGE** (See CHICAGO/WEST CHICAGO)

LOC/DME I-DJK 109.95 Chan 36 (Y)	APP CRS 022°	Rwy Idg TDZE 913 Apt Elev 914	7026
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ILS or LOC RWY 2
DE KALB TAYLOR MUNI (DKB)

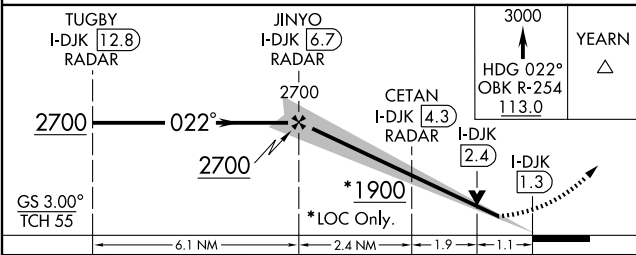
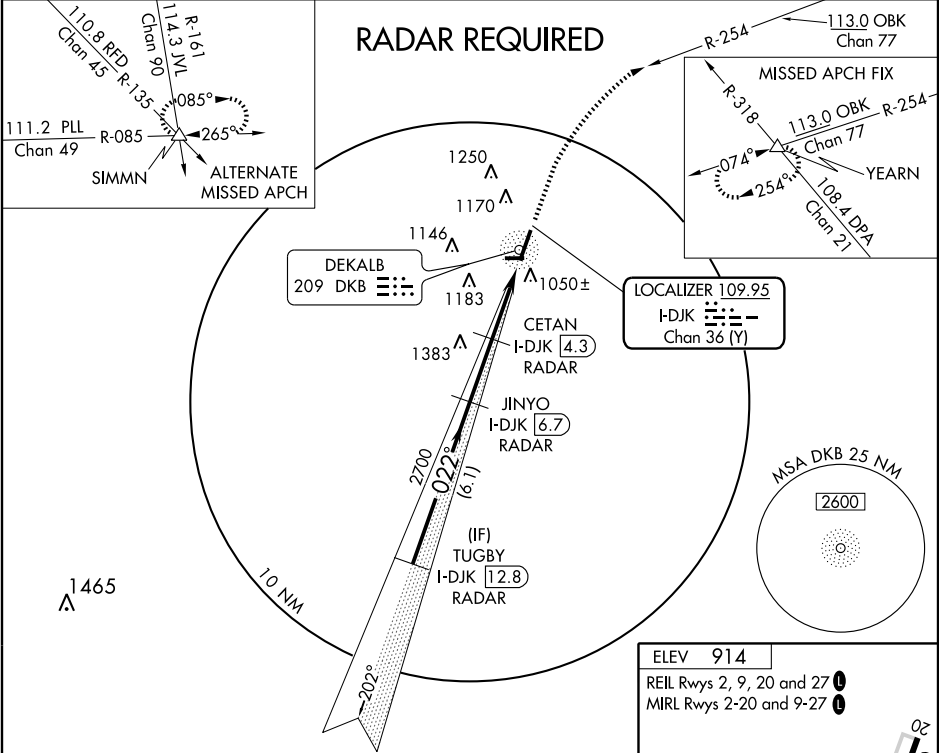
▼ DME or RADAR Required. VDP NA when using Aurora altimeter setting.

▲ When local altimeter setting not received, use Aurora altimeter setting and increase DA 95 feet and all MDA 80 feet, increase S-ILS 2 all Cats., S-LOC 2 Cat. C and D, and Circling Cat. C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 via heading 022° and OBK VOR/DME R-254 to YEARN Int and hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 2		1113-¾	200 (200-¾)	
S-LOC 2		1280-1	367 (400-1)	1280-1¼ 367 (400-1¼)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

ELEV 914

REIL Rwy 2, 9, 20 and 27

MIRL Rwy 2-20 and 9-27

022° 5.4 NM from FAF

FAF to MAP 5.4 NM

Knots 60 90 120 150 180

Min:Seq 5:24 3:36 2:42 2:10 1:48

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

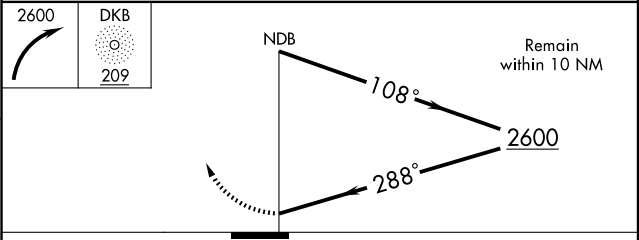
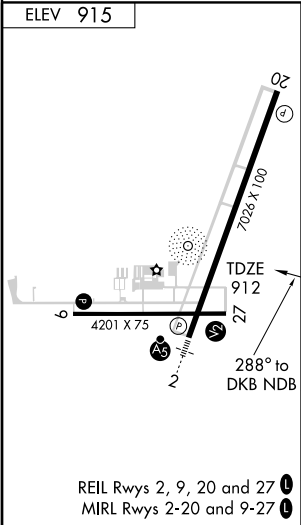
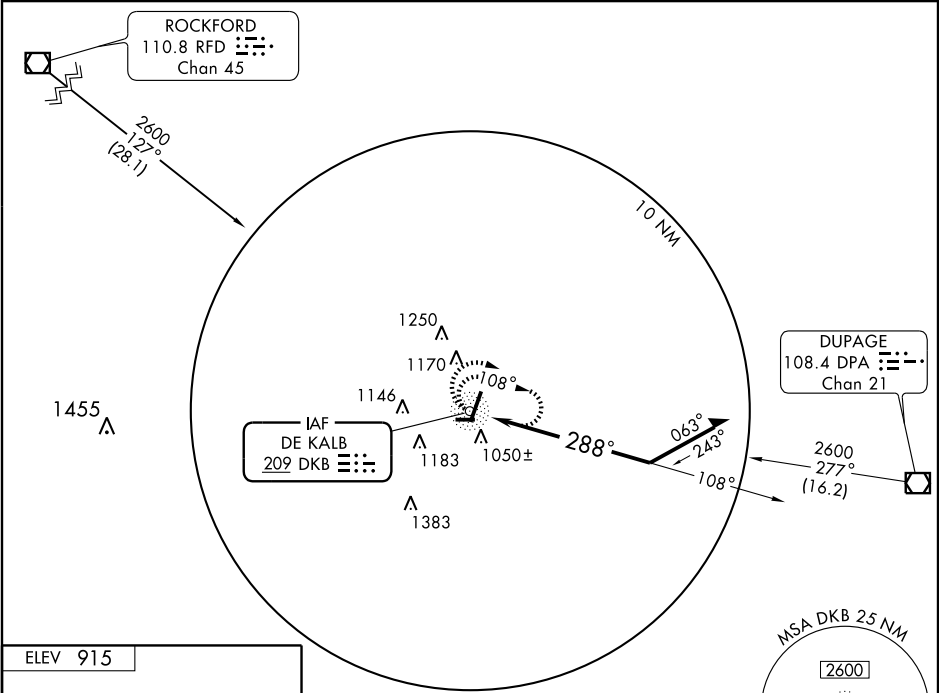
DE KALB, ILLINOIS

AL-6050 (FAA)

NDB	DKB	APP CRS	Rwy Idg	4201
	209	288°	TDZE	912
			Apt Elev	915

NDB RWY 27
DE KALB TAYLOR MUNI (DKB)

<p>NA</p>		MISSED APPROACH: Climbing right turn to 2600 in DKB NDB holding pattern.	
AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7(CTAF)



CATEGORY	A	B	C	D
S-27	1460-1	548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1	545 (600-1)	1540-1¾ 625 (700-1¾)	1540-2 625 (700-2)

DE KALB, ILLINOIS
Orig 09015

41°56'N - 88°42'W

DE KALB TAYLOR MUNI (DKB)
NDB RWY 27

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58109 W02A	APP CRS 021°	Rwy Idg TDZE Apt Elev	7026 913 914
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RNAV (GPS) RWY 2
DE KALB TAYLOR MUNI (DKB)

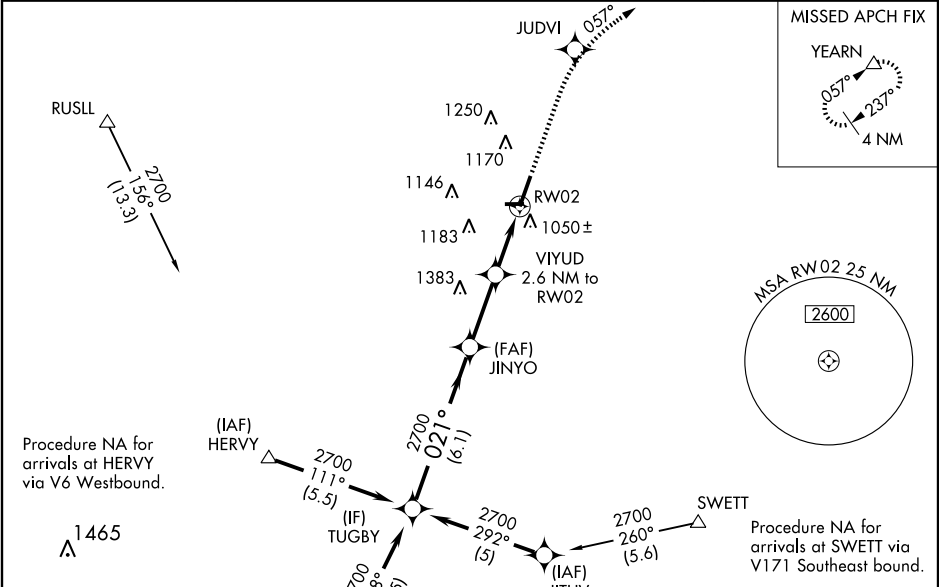
Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

DME/DME RNP-0.3 NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile.

MALSR

MISSED APPROACH:
Climb to 3000 direct JUDVI and via 057° track to YEARN and hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF)
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Procedure Turn NA

TUGBY JINYO VIYUD 2.6 NM to RW02

2700 021°

GS 3.00° TCH 55

6.1 NM 2.8 NM 1.3 NM 1.3 NM

*1800

*1.3 NM to RW02

* LNAV only

JUDVI 3000

TRK 057°

YEARN

CATEGORY	A	B	C	D
LPV DA	1207-1 294 (300-1)			
LNAV/VNAV DA	1360-1½ 447 (500-1½)			
LNAV MDA	1360-1 447 (500-1)	1360-1¼ 447 (500-1¼)	1360-1½ 447 (500-1½)	
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

ELEV 914

MRL Rwy 2-20 and 9-27

REIL Rwy 2, 9, 20 and 27

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82208 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	4201 912 914
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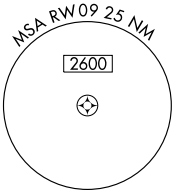
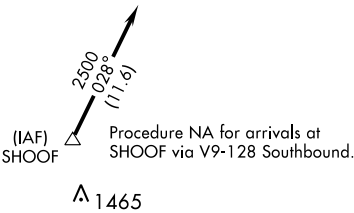
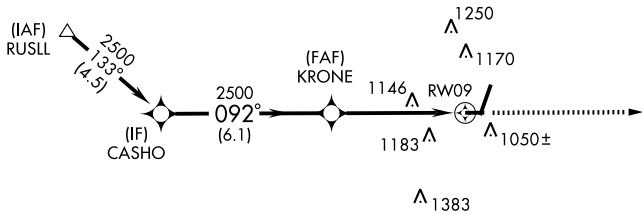
RNAV (GPS) RWY 9
DE KALB TAYLOR MUNI (DKB)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

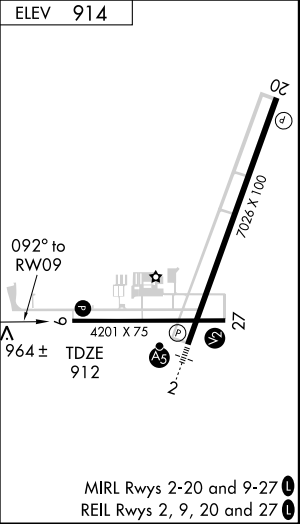
MISSED APPROACH: Climb to 3000 direct OPIKE and hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals at
RUSLL via V172 Westbound.



Procedure Turn NA	CASHO	KRONE	3000	OPIKE
2500	092°	2500	*LNAV only.	
GS 3.00° TCH 45	VGSI and RNAV glide-path not coincident.			
	6.1 NM	3.2 NM	1.6	
CATEGORY	A	B	C	D
LPV DA	1186-1 274 (300-1)			
LNAV/ VNAV DA	1543-2¼ 631 (700-2¼)			
LNAV MDA	1460-1 548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)	
CIRCLING	1460-1 546 (600-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

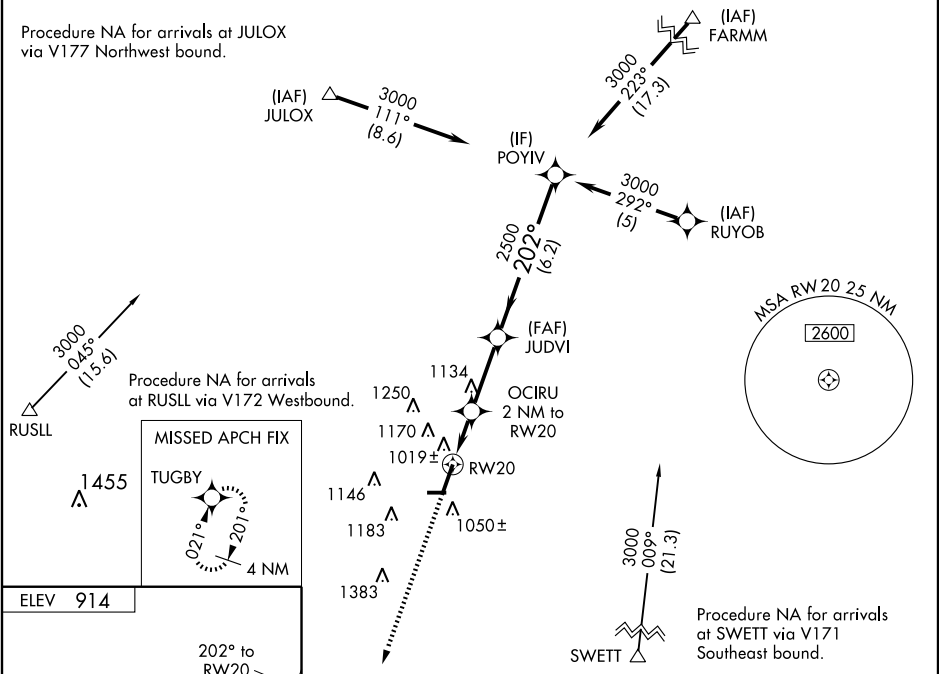
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50409 W20A	APP CRS 202°	Rwy Idg TDZE Apt Elev	7026 905 914
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RNAV (GPS) RWY 20
DE KALB TAYLOR MUNI (DKB)

<p>Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat. D visibility, and Circling Cats. C/D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2700 direct TUGBY and hold.</p>
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AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF)
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AL-6050 (FAA)

WAAS CH 72709 W27A	APP CRS 272°	Rwy Idg 4201 TDZE 912 Apt Elev 914
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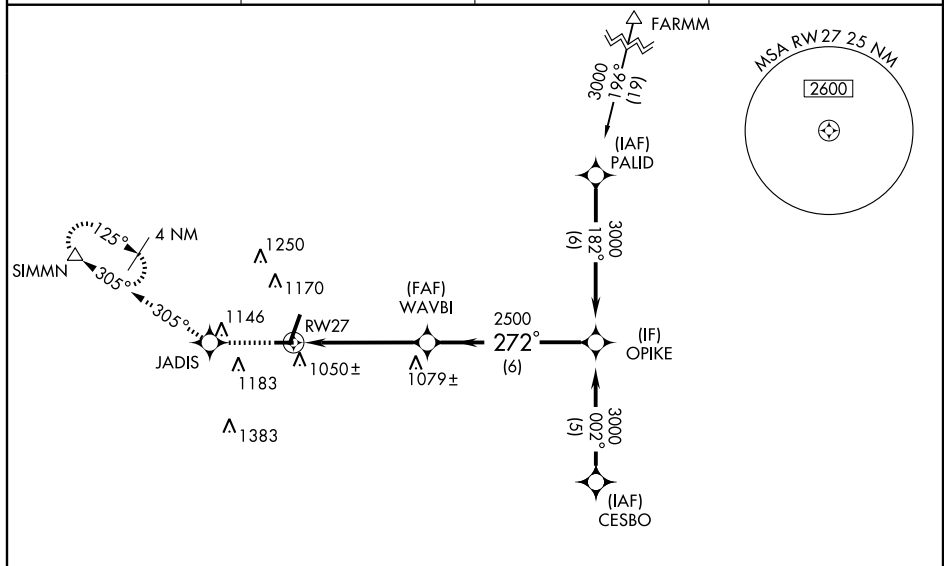
RNAV (GPS) RWY 27

DE KALB TAYLOR MUNI (DKB)

V When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility $\frac{1}{4}$ mile. Baro-VNAV NA **A** when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

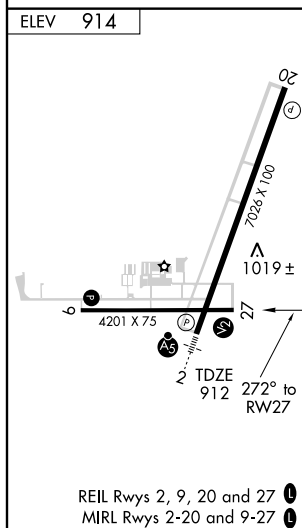
MISSED APPROACH: Climb to 3000 direct JADIS and via 305° track to SIMMN and hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF) L
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3. 21 OCT 2010 to 18 NOV 2010

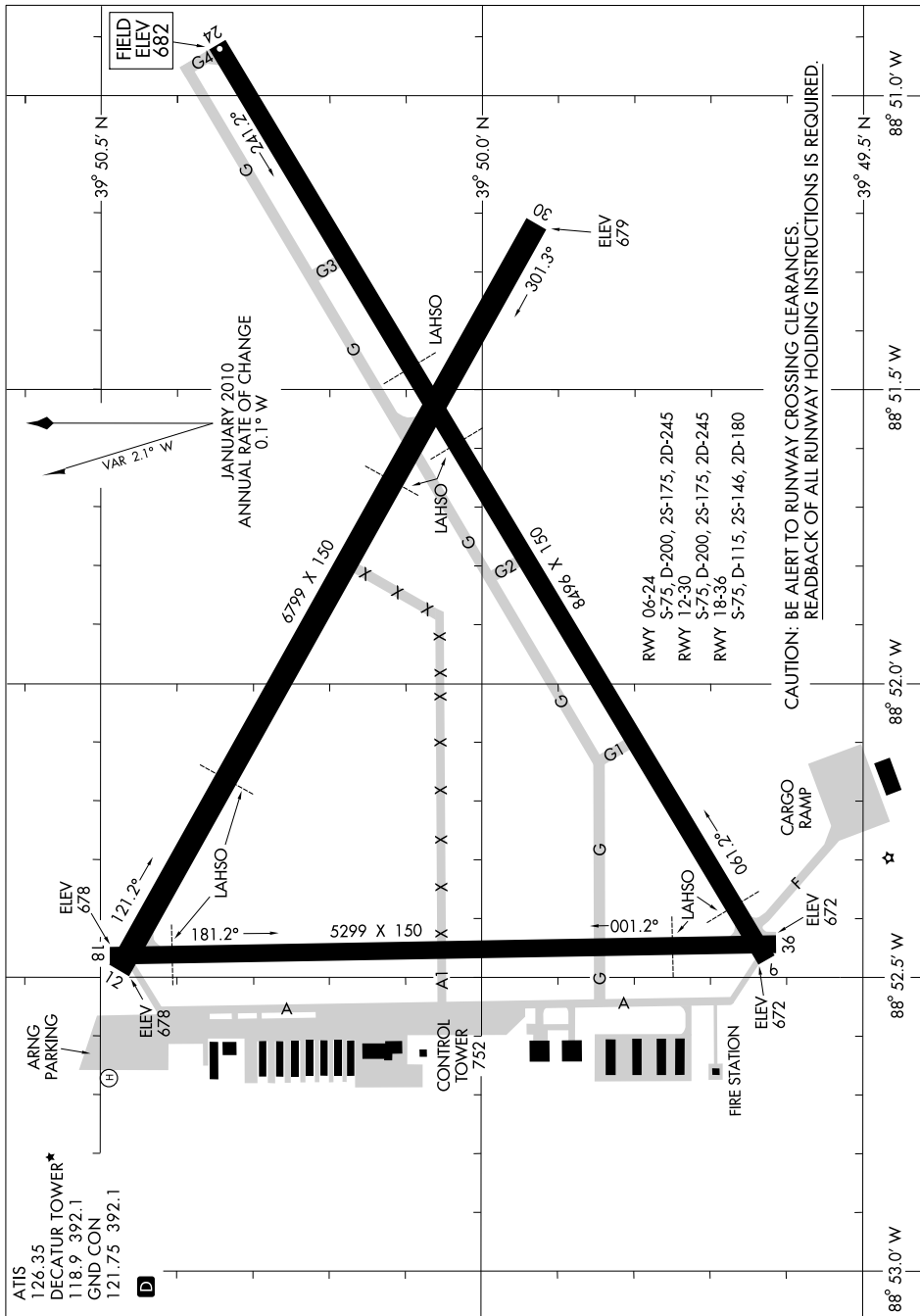


3000 ↑	JADIS ✦	305° TRK	SIMMN △	OPIKE	Procedure Turn NA
<p>*LNAV only. *1.3 NM to RW27 WAVBI 3000</p> <p>272° 2500 VGS and RNAV glidepath not coincident GS 3.00° TCH 45</p> <p>1.3 NM 3.4 NM 6 NM</p>					
CATEGORY	A	B	C	D	
LPV DA	1162- ³ / ₄ 250 (300- ³ / ₄)				
LNAV/ VNAV DA	1317-1 ¹ / ₂ 405 (500-1 ¹ / ₂)				
LNAV MDA	1360-1	448 (500-1)	1360-1 ¹ / ₄ 448 (500-1 ¹ / ₄)	1360-1 ¹ / ₂ 448 (500-1 ¹ / ₂)	
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1 ³ / ₄ 626 (700-1 ³ / ₄)	1540-2 626 (700-2)	

DE KALB, ILLINOIS
Amdt 1 09015

41° 56'N-88° 42'W

DE KALB TAYLOR MUNI (DKB)
RNAV (GPS) RWY 27



DECATUR (DEC) 4 E UTC-6(-5DT) N39°50.02' W88°51.94'

ST LOUIS

682 B FUEL 100LL, JET A OX 2, 4 Class II, ARFF Index A NOTAM FILE DEC

H-5E, L-27C

RWY 06-24: H8496X150 (ASPH-CONC-GRVD) S-75, D-200, 2S-175, 2D-245 HIRL

IAP, AD

RWY 06: MALSR. Road.

RWY 24: VASI(V4L)—GA 3.0° TCH 41'.

RWY 12-30: H6799X150 (ASPH-CONC-GRVD) S-75, D-200,
2S-175, 2D-245 MIRL

RWY 12: Tree.

RWY 30: PAPI(P4L).

RWY 18-36: H5299X150 (ASPH-GRVD) S-75, D-115, 2S-146,
2D-180 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 41'. Trees.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 42'. Pole.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12-30	4800
RWY 12	06-24	4450
RWY 18	06-24	4450
RWY 24	12-30	3000
RWY 24	18-36	8000
RWY 30	18-36	5050
RWY 36	12-30	4800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA-8496	TODA-8496	ASDA-8496	LDA-8496
RWY 12:	TORA-6799	TODA-6799	ASDA-6799	LDA-6799
RWY 18:	TORA-5299	TODA-5299	ASDA-5299	LDA-5299
RWY 24:	TORA-8496	TODA-8496	ASDA-8496	LDA-8496
RWY 30:	TORA-6799	TODA-6799	ASDA-6799	LDA-6799
RWY 36:	TORA-5299	TODA-5299	ASDA-5299	LDA-5299

AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun

1300-0330Z†. Birds; deer and other wildlife on and in/ovf arpt.

Snow removal ops in progress winter months; vehicle opr will be monitoring CTAF; acft ldg/dep use CTAF when twr clsd. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 217-428-2423 or 217-428-8836. PPR for AARF index B call arpt manager. Rwy 12 and Rwy 18 apch ends are closely aligned. Rwy 06 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. N ramp from Hangar B to Hangar G closed to acft over 12,500 lbs. Glider ops by written approval only; contact arpt manager 217-428-2423. Glider ops allowed on Rws 06 and 30 only. No sod ops. Rwy 06 touchdown runway visual range avbl. Rwy 24 midfield rwy visual range avbl. When twr clsd HIRL Rwy 06-24 preset low ints; to increase ints and ACTIVATE MIRL Rwy 12-30 and Rwy 18-36; PAPI Rwy 30, twy lgts and MALSR Rwy 06—CTAF. When the twr is clsd, be alert for intermittent vehicular tfc in arpt ops areas. For U.S. Customs call 217-425-4803. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (217) 429-0052. HIWAS 117.2 DEC.**COMMUNICATIONS:** CTAF 118.9 ATIS 126.35 UNICOM 122.95

RCO 122.3 (ST LOUIS RADIO)

ADDERS RCO 122.1R 117.2T (ST LOUIS RADIO)

® CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

TOWER 118.9 (1200-0400Z†) GND CON 121.75

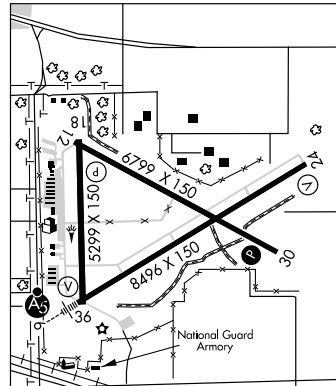
AIRSPACE: CLASS D svc 1200-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEC.

ADDERS (H) VORTAC 117.2 AXC Chan 119 N39°44.25' W88°51.38' 353° 5.8 NM to fld. 700/3E. HIWAS.


ELWIN NDB (LOM) 275 DE N39°47.43' W88°57.23' 058° 4.9 NM to fld.

ILS/DME 110.9 I-DEC Chan 46 Rwy 06. Class 1E. LOM ELWIN NDB. Unmonitored when twr clsd.

LOC BC unusable byd 15 NM.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

ILS or LOC RWY 6
DECATUR (DEC)

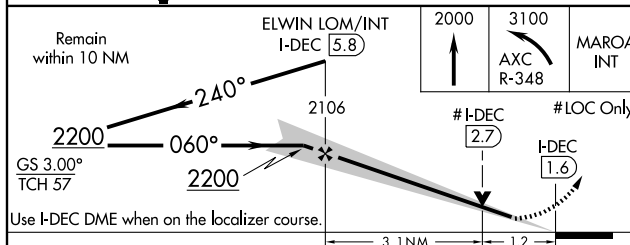
<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 via AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.</p>
--	--

(IAF) PANAE

2300 360° (23.6)

VANDALIA
114.3 VLA
Chan 90

Procedure NA for arrivals
at PANAE
on V191 southwest bound.



CATEGORY	A	B	C	D
S-ILS 6	* 876/24 200 (200-1/2)			
S-LOC 6	1100/24 424 (500-1/2)		1100/40 424 (500-3/4)	
CIRCLING	1200-1 518 (600-1)		1240-1/2 558 (600-1/2)	1300-2 618 (700-2)

ELEV 682 **D**

751±
739±
752
742±

180°
90°
060° 4.3 NM from FAF

TDZE 676

6799 X 1.50
8496 X 1.50

REIL Rwy 36
HIRL Rwy 6-24
MIRL Rws 12-30 and 18-36

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

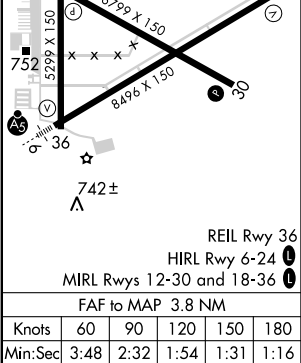
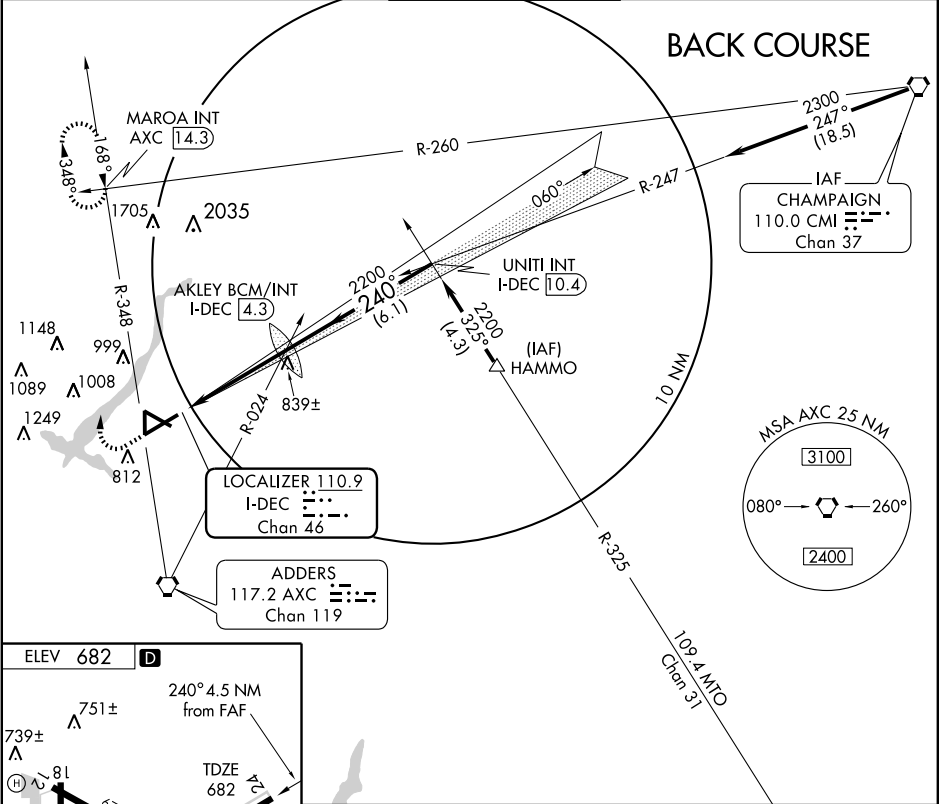
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC/DME I-DEC 110.9 Chan 46	APP CRS 240°	Rwy Idg TDZE Apt Elev	8496 682 682
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LOC BC RWY 24
DECATUR (DEC)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via AXC R-348 to MAROA INT and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 291.0	DECATUR TOWER* 118.9 (CTAF) 392.1	GND CON 121.75 392.1	UNICOM 122.95
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2000	3000	MAROA INT AXC R-348 117.2	AKLEY BCM/INT I-DEC 4.3	UNITI INT I-DEC 10.4
Disregard glide slope indications.				
2200				
Use I-DEC DME when on localizer course.				
Procedure Turn NA				
CATEGORY	A	B	C	D
S-24	1060-1 378 (400-1)			1060-1¼ 378 (400-1¼)
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86207 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	8496 676 682
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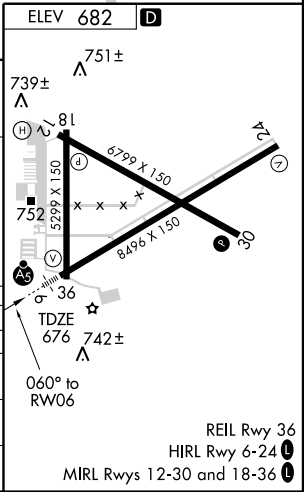
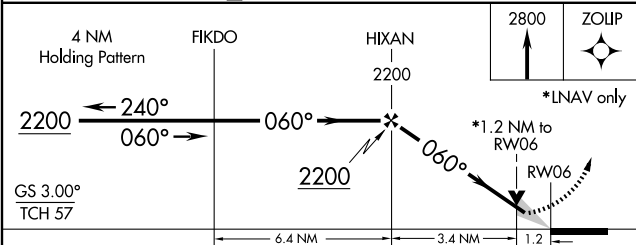
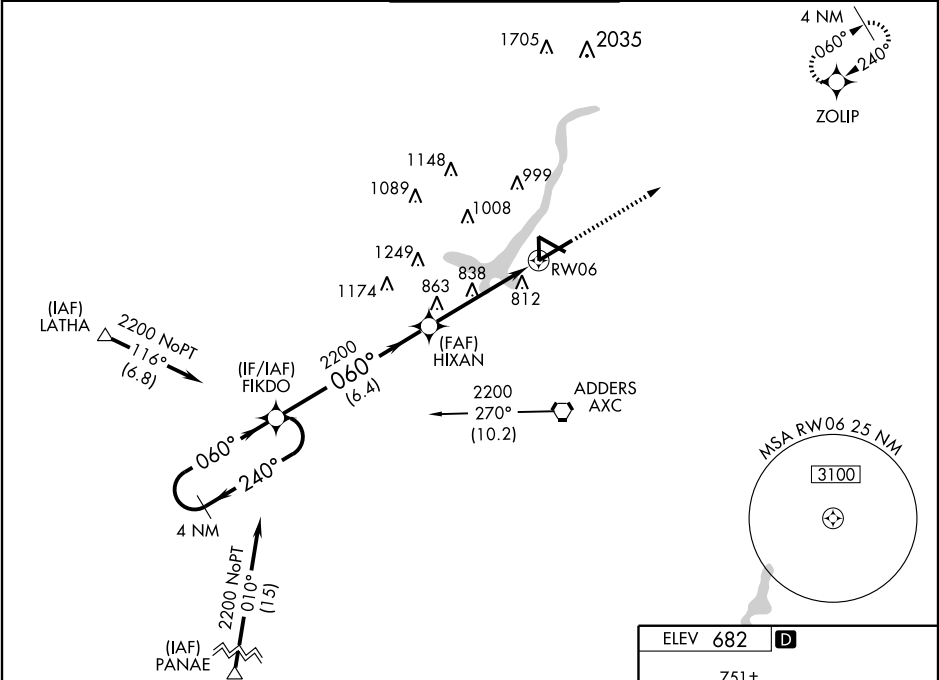
RNAV (GPS) RWY 6
DECATUR (DEC)

⚠ For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA/MDA 80 feet, increase all Cats LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat C and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using Logan County altimeter setting increase LPV visibility to 1¼ mile.



MISSED APPROACH:
Climb to 2800 direct
ZOLIP and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 291.0	DECATUR TOWER* 118.9 (CTAF) 392.1	GND CON 121.75 392.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	950/24	274 (300-1/2)		
LNAV/VNAV DA	1100/50	424 (500-1)		
LNAV MDA	1100/24	424 (500-1/2)	1100/40	1100/50
			424 (500-3/4)	424 (500-1)
CIRCLING	1200-1	518 (600-1)	1240-1 1/2	1300-2
			558 (600-1 1/2)	618 (700-2)

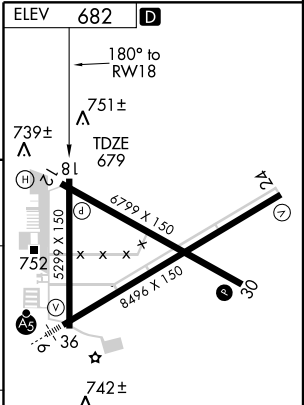
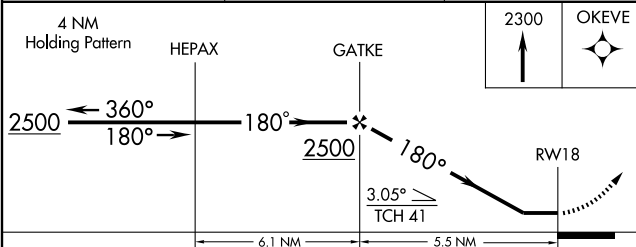
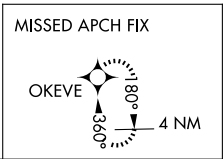
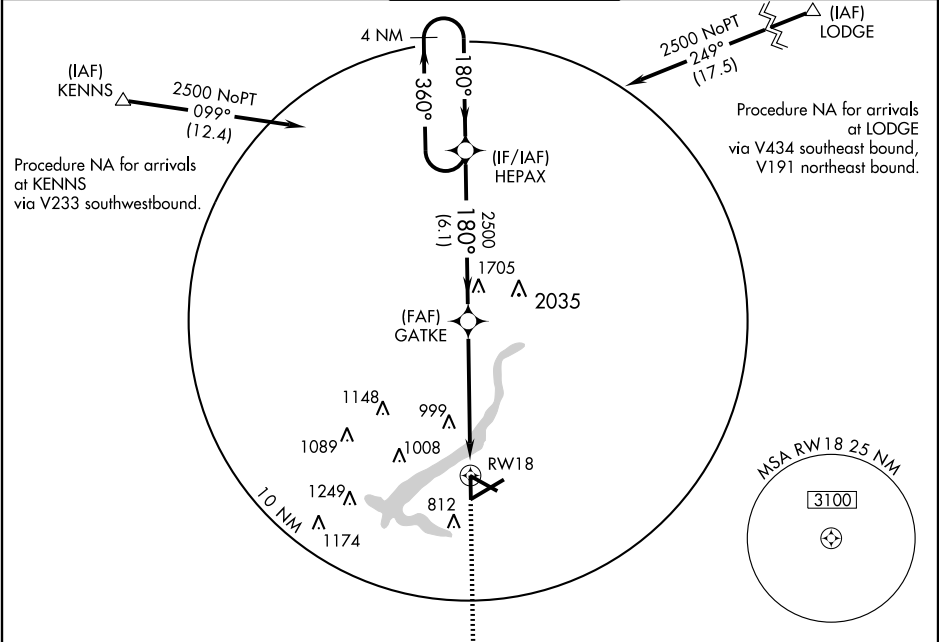
APP CRS	Rwy Idg	5299
180°	TDZE	679
	Apt Elev	682

RNAV (GPS) RWY 18
DECATUR (DEC)

T DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2300 direct OKEVE and hold.

ATIS 126.35	CHAMPAIGN APP CON ★ 132.85 291.0	DECATUR TOWER ★ 118.9 (CTAF) 0 392.1	GND CON 121.75 392.1	UNICOM 122.95
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CATEGORY	A	B	C	D
RNAV MDA	1240-1	561 (600-1)	1240-1½ 561 (600-1½)	1240-1¾ 561 (600-1¾)
CIRCLING	1240-1	558 (600-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)

REIL Rwy 36
HIRL Rwy 6-24
MIRL Rwy 12-30 and 18-36

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EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8496
240°	TDZE	682
	Apt Elev	682

RNAV (GPS) RWY 24
DECATUR (DEC)

T If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet. VDP NA when using Logan County altimeter setting.
A DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2300 direct
FIKDO and hold.

ATIS
126.35

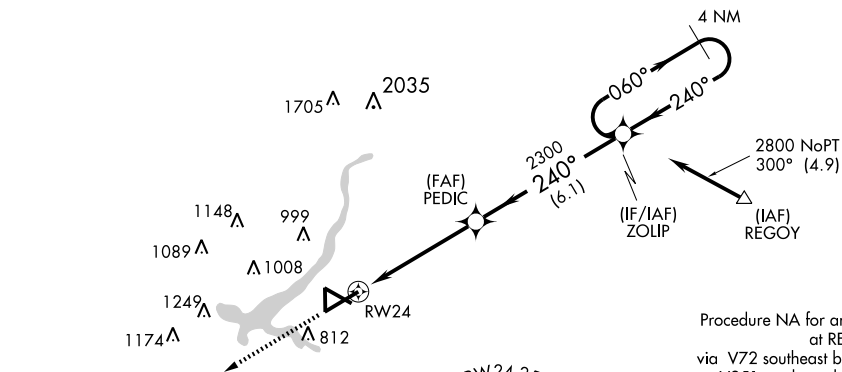
CHAMPAIGN APP CON★

DECATUR TOWER★
118.9 (CTAF) **Q** 392.1

GND CON
121.75 392.1

UNICOM
122.95

Procedure NA for arrivals
at Lodge via V191 northeast bound,
and arrivals at EWITT via V313 northbound.





Procedure NA for arrivals
at REGOY
via V72 southeast bound,
V251 northeast bound.

FIKDO

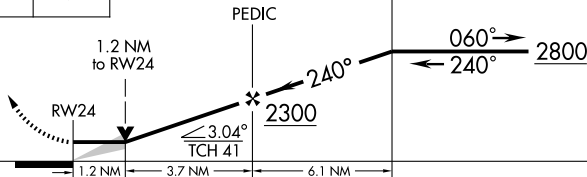


060° 240°

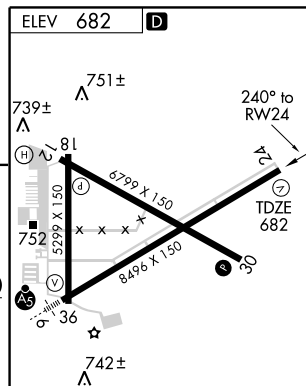
4 NM

2300	FIKDO
	

ZOLIP 4 NM
Holding Pattern



CATEGORY	A	B	C	D
LN AV MDA	1100-1	418 (500-1)	1100-1¼	418 (500-1¼)
CIRCLING	1200-1	518 (600-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)



REIL Rwy 36
HIRL Rwy 6-24 **L**
MIRL Rwys 12-30 and 18-36 **L**

39°50'N-88°52'W

DECATUR (DEC)

RNAV (GPS) RWY 24

APP CRS	Rwy Idg	6799
300°	TDZE	679
	Apt Elev	682

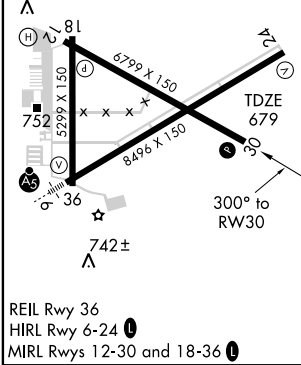
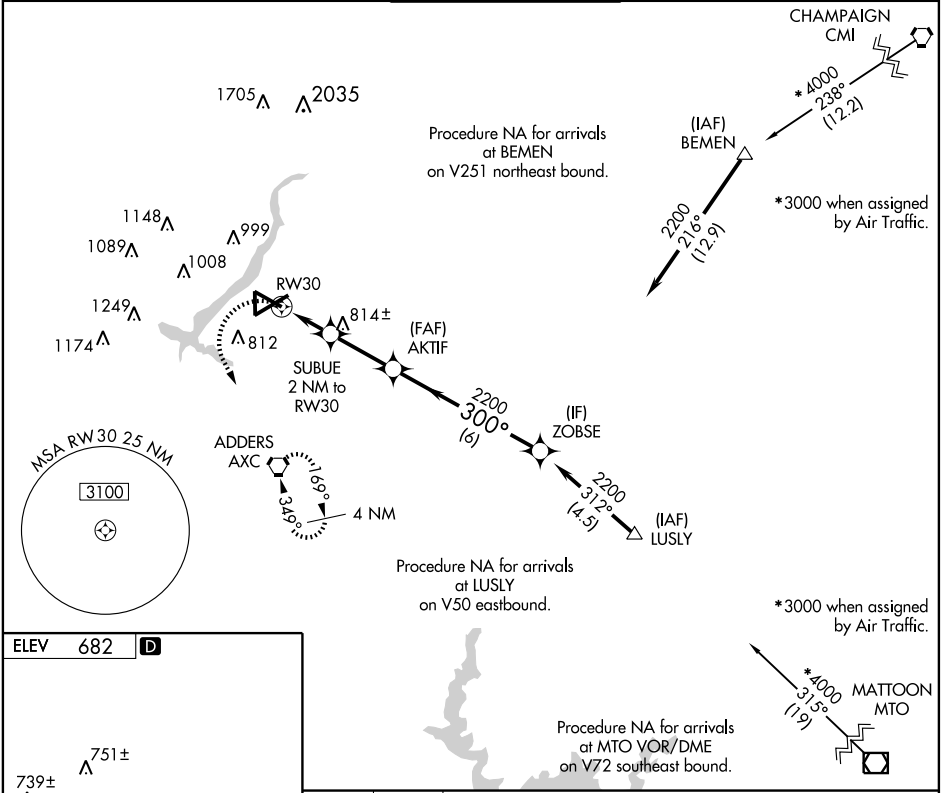
RNAV (GPS) RWY 30



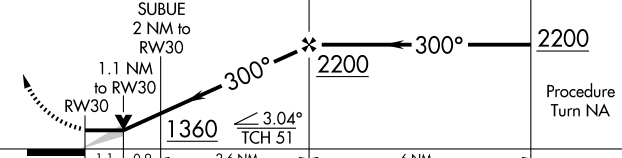
DECATUR (DEC)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet and increase LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. VDP NA with Logan County altimeter setting.

MISSED APPROACH:
Climbing left turn to 3000 direct AXC VORTAC and hold, continue climb-in-hold to 3000.

ATIS 126.35	CHAMPAIGN APP CON★ 132.85 291.0	DECATUR TOWER★ 118.9 (CTAF) 0 392.1	GND CON 121.75 392.1	UNICOM 122.95
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3000	AXC				
					
					
CATEGORY	A		B	C	D
LNAV MDA	1080-1 401 (400-1)		1080-1¼ 401 (400-1¼)		
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)	

EC-3, 21 OCT 2010 to 18 NOV 2010

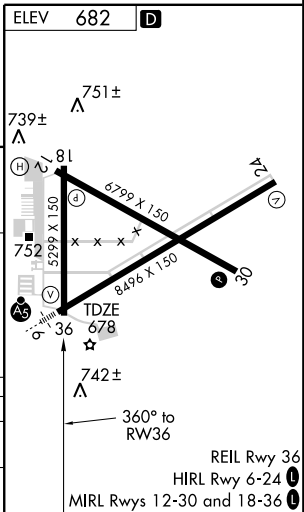
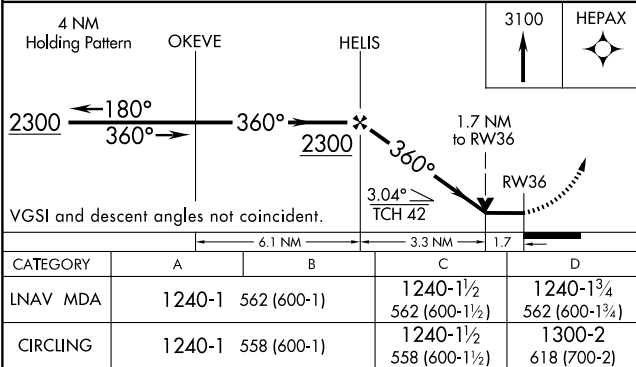
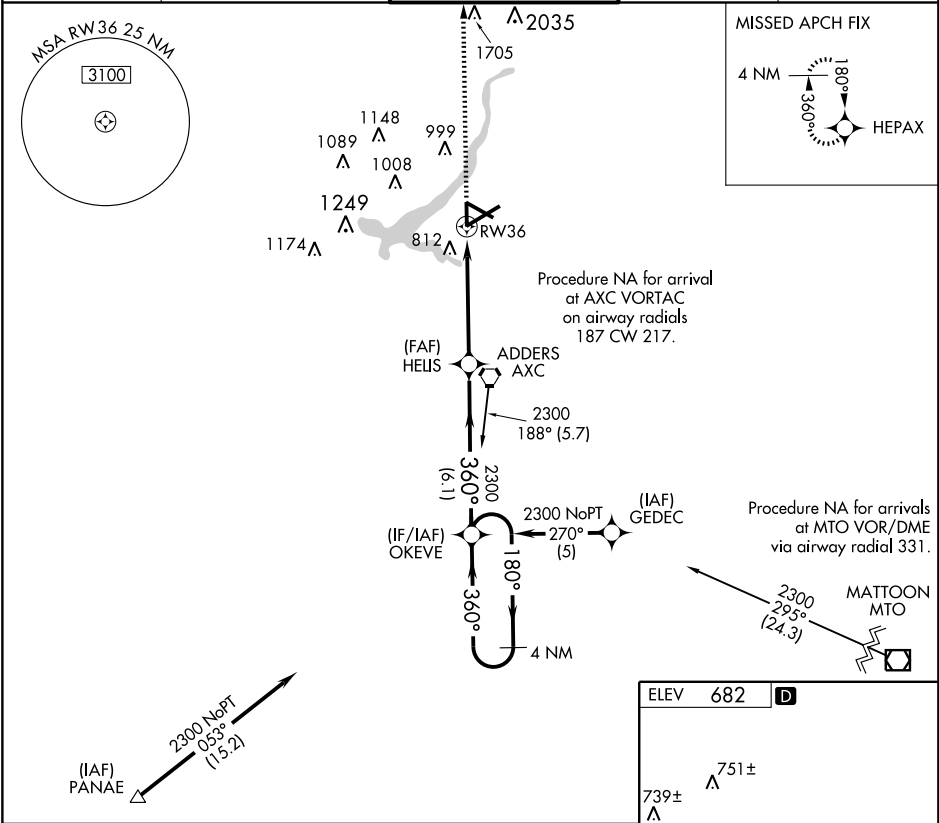
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5299
360°	TDZE	678
	Apt Elev	682

RNAV (GPS) RWY 36
DECATUR (DEC)

<p>⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cats C/D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3100 direct HEPAX and hold.</p>
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ATIS 126.35	CHAMPAIGN APP CON* 132.85 291.0	DECATUR TOWER* 118.9 (CTAF) 392.1	GND CON 121.75 392.1	UNICOM 122.95
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EC-3, 21 OCT 2010 to 18 NOV 2010

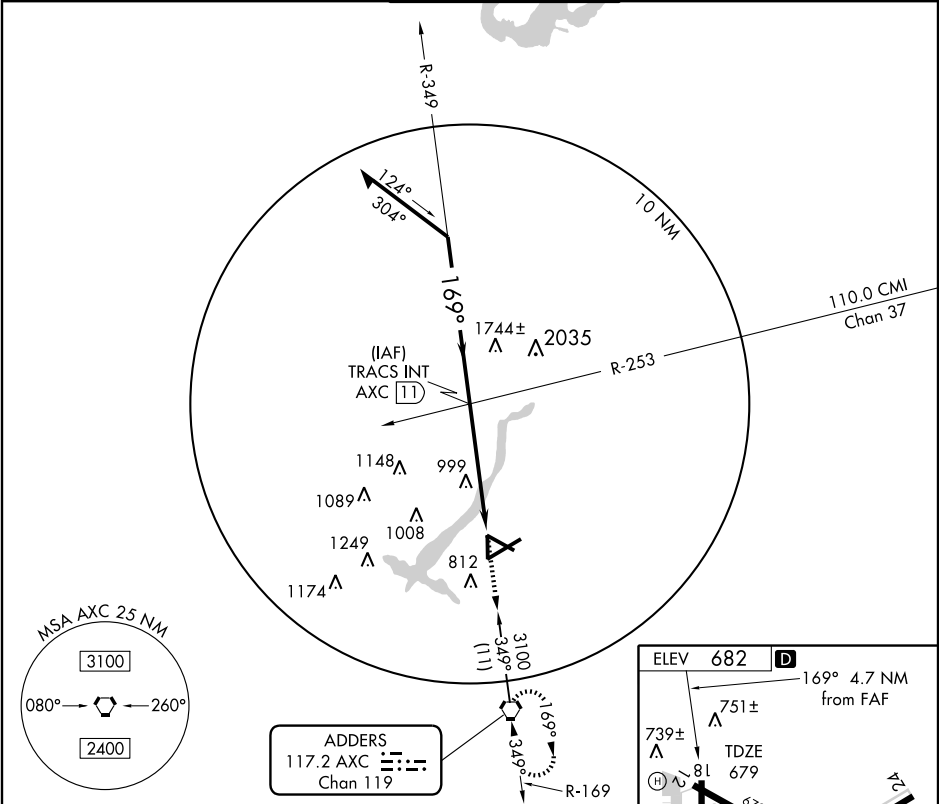
EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC AXC	APP CRS	Rwy Idg	5299
117.2	169°	TDZE	679
Chan 119		Apt Elev	682

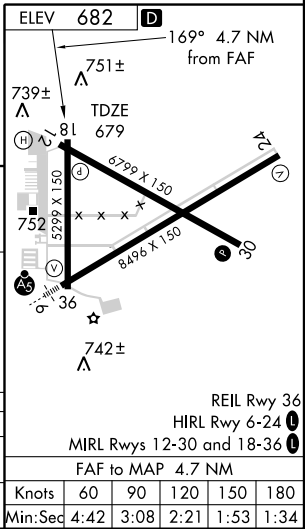
VOR RWY 18
DECATUR (DEC)

<p>▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase S-18 Cat C/D and Circling Cat C/D visibility ¼ mile.</p> <p>▲ MISSED APPROACH: Climb to 3000 direct AXC VORTAC and hold, continue climb-in-hold to 3000.</p>
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ATIS 126.35	CHAMPAIGN APP CON ★ 132.85 291.0	DECATUR TOWER ★ 118.9 (CTAF) 392.1	GND CON 121.75 392.1	UNICOM 122.95
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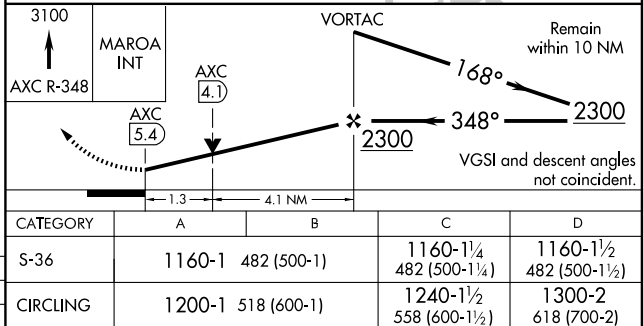
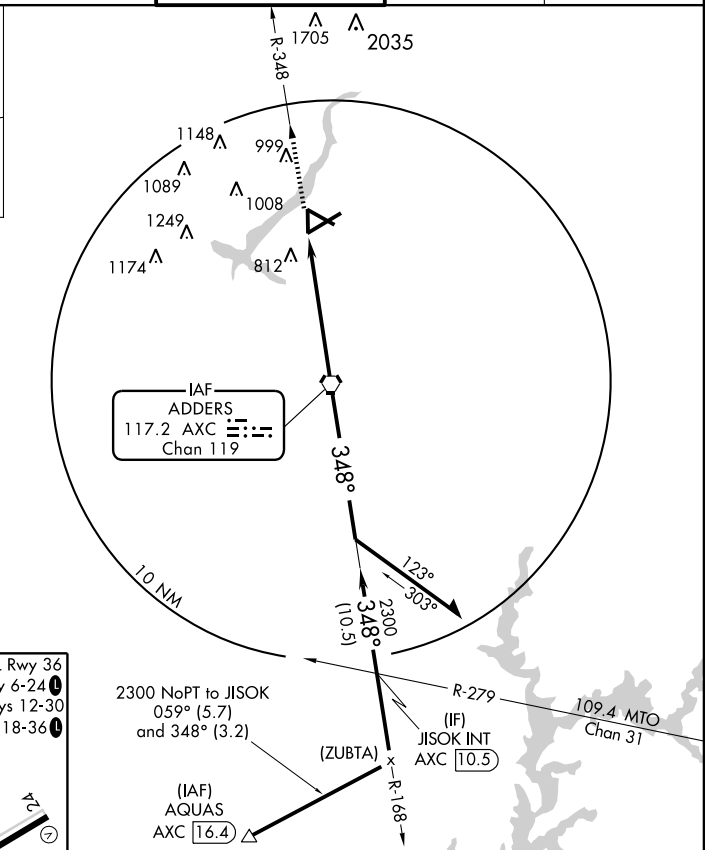


Remain within 10 NM				
TRACS INT AXC 11				
3100				
349°				
169°				
2300				
3.16° TCH 41				
4.7 NM				
AXC 6.3				
3000 AXC				
VGSI and descent angles not coincident.				
CATEGORY	A	B	C	D
S-18	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1260-1¾ 581 (600-1¾)
CIRCLING	1260-1	578 (600-1)	1260-1½ 578 (600-1½)	1300-2 618 (700-2)



VOR RWY 36
DECATUR (DEC)

MISSED APPROACH: Climb to 3100
via AXC VORTAC R-348 to MAROA
INT/AXC 14.3 DME and hold.



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

DE KALB TAYLOR MUNI (DKB) 2 E UTC-6(-5DT) N41°56.03' W88°42.34'

CHICAGO

914 B S2 FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE DKB

H-5E, L-28H

RWY 02-20: H7026X100 (ASPH-GRVD) S-25, D-80 MIRL

IAP

RWY 02: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 55'. Railroad.

RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 27'. Tree.

RWY 09-27: H4201X75 (ASPH-GRVD) S-25, D-80 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Tree.

RWY 27: REIL. PVASI(P5IL)—GA 3.0° TCH 21'. Tree.

AIRPORT REMARKS: Attended Nov-Mar 1330-2300Z†, Apr-Oct 1330-0000Z†. TPA 1914(1000) for piston acft and 2414(1500) for jet acft. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PVASI Rwy 27, REIL Rwys 09, 27, 02 and 20 and MALSR Rwy 02—CTAF. PAPI Rwys 02 and 20 operates 24 hrs. MIRL Rwy 09-27 opr dusk-dawn.

WEATHER DATA SOURCES: AWOS-3 119.075 (815) 748-2350.**COMMUNICATIONS:** CTAF/UNICOM 122.7

® CHICAGO APP/DEP CON 133.5

GCO 121.725 (CHICAGO-O HARE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

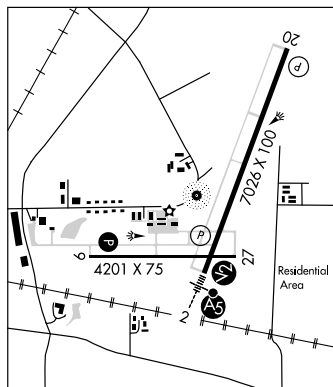
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42'

W88°21.01' 277° 16.1 NM to fld. 838/2E.

NDB (MHW) 209 DKB N41°56.04' W88°42.44' at

fld. NOTAM FILE DKB.

ILS/DME 109.95 I-DJK Chan 36Y Rwy 02. Class IT. LOC only.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.**DIXON MUNI—CHARLES R. WALGREEN FLD** (C73) 1 E UTC-6(-5DT) N41°50.02' W89°26.77'

CHICAGO

785 B S4 FUEL 100LL, JET A TPA—1585(800) NOTAM FILE IKK

L-28H

RWY 08-26: H3899X75 (ASPH) S-12 MIRL

IAP

RWY 08: REIL. Tree.

RWY 26: PAPI(P4L)—GA 3.0° TCH 20'. Pole.

RWY 12-30: H2803X75 (ASPH) S-12 MIRL 0.3% up E

RWY 12: Stack.

RWY 30: Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†, Sun on call. For attendant call 815-667-0161 or 815-440-6557. Self fueling avbl 24 hr. MIRL Rwy 12-30 preset on low ints SS-SR; to increase ints and ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, PAPI Rwy 26—CTAF. Twys have edge reflectors with no lgts.

COMMUNICATIONS: CTAF/UNICOM 123.05

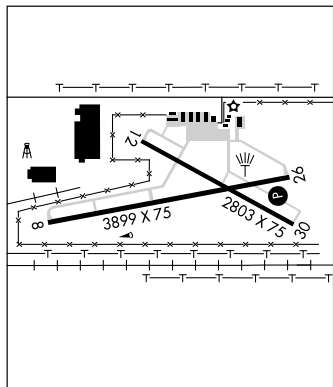
® POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

® ROCKFORD APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 153° 8.7 NM to fld. 840/3E. HIWAS.

**DUPAGE** (See CHICAGO/WEST CHICAGO)

DIXON, ILLINOIS

AL-5285 (FAA)

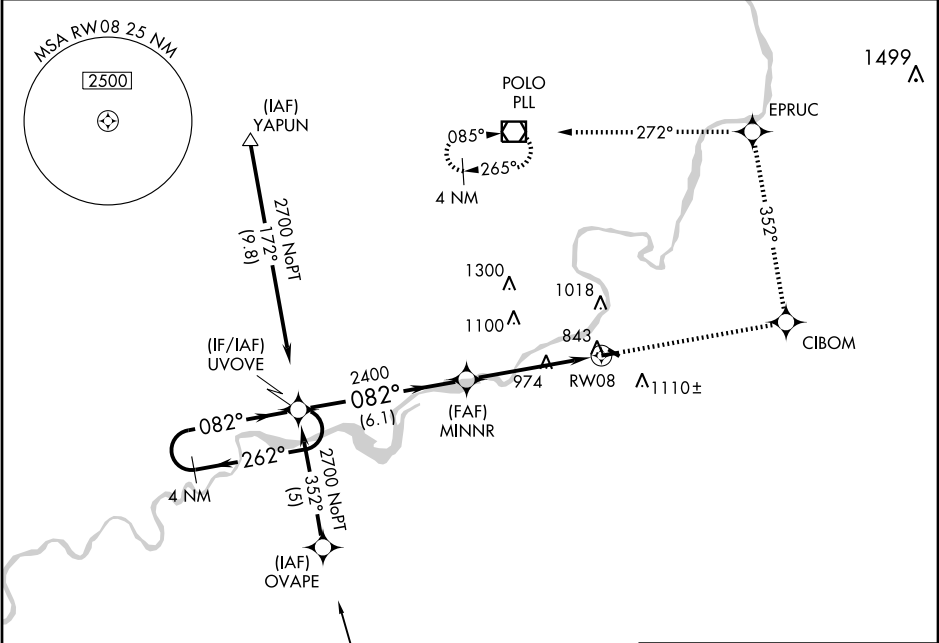
APP CRS	Rwy Idg	3899
082°	TDZE	782
	Apt Elev	785

RNAV (GPS) RWY 8

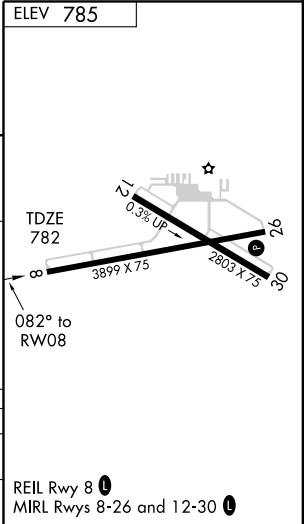
DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.</p> <p>▲ NA</p>	MISSED APPROACH: Climb to 2700 direct CIBOM and via track 352° to EPRUC and via track 272° to PLL VOR/DME and hold.
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ROCHELLE AWOS-3 119.675	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern		2700 ↑		CIBOM ✧		TRK 352° ✧		EPRUC ✧		TRK 272° ✧		PLL ◻	
UVOVE		2700		← 262° 082° →		082°		MINNR ✧		2400		3.04° TCH 40	
				6.1 NM				4.9 NM				RW08	
CATEGORY		A		B		C		D					
LNAV MDA		1280-1		498 (500-1)		1280-1¼ 498 (500-1¼)		NA					
CIRCLING		1500-1 715 (800-1)		1520-1 735 (800-1)		1520-2 735 (800-2)		NA					



DIXON, ILLINOIS
Orig-A 09267

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)
41° 50'N - 89° 27'W

RNAV (GPS) RWY 8

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

DIXON, ILLINOIS

AL-5285 (FAA)

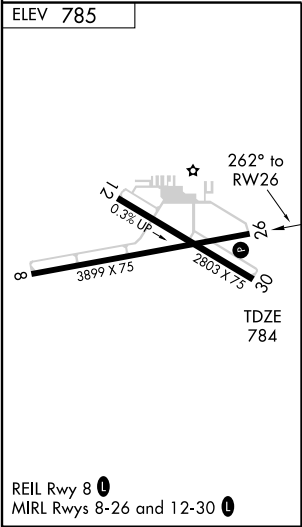
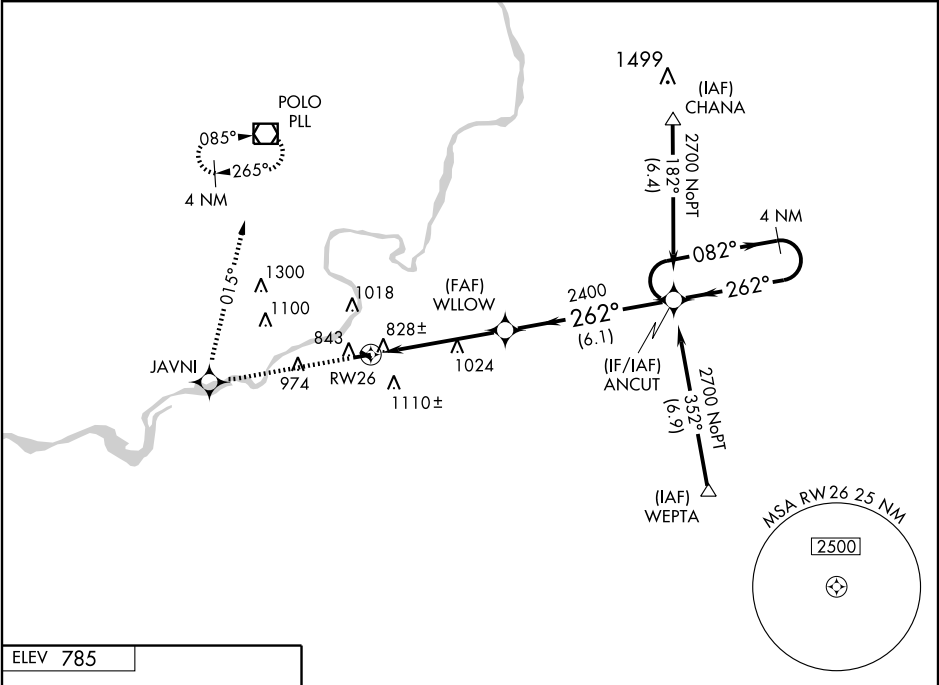
WAAS CH 65712 W26A	APP CRS 262°	Rwy Idg TDZE Apt Elev	3899 784 785
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RNAV (GPS) RWY 26

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

<p>Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2700 direct JAVNI and right turn via track 015° to PLL VOR/DME and hold.</p>
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ROCHELLE AWOS-3 119.675	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) 0
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2700	JAVNI	TRK 015°	PLL	4 NM Holding Pattern
VGSI and RNAV glidepath not coincident.				
WILLOW				
ANCUT				
2700				
2400				
4.9 NM				
6.1 NM				
CATEGORY	A	B	C	D
LPV DA	1107-1¼	323 (400-1¼)		NA
LNAV/VNAV DA	1377-2	593 (600-2)		NA
LNAV MDA	1340-1	556 (600-1)	1340-1½ 556 (600-1½)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA

DIXON, ILLINOIS
Orig-A 09267

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)
41° 50'N - 89° 27'W
RNAV (GPS) RWY 26

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010


DIXON, ILLINOIS

AL-5285 (FAA)

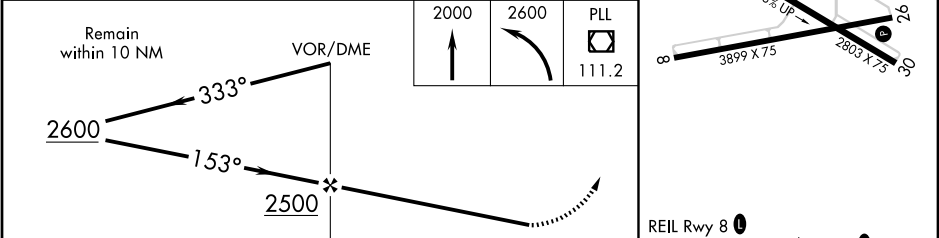
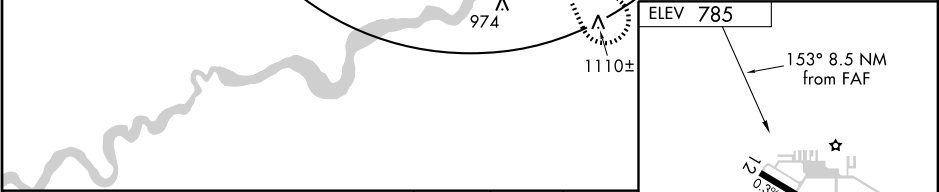
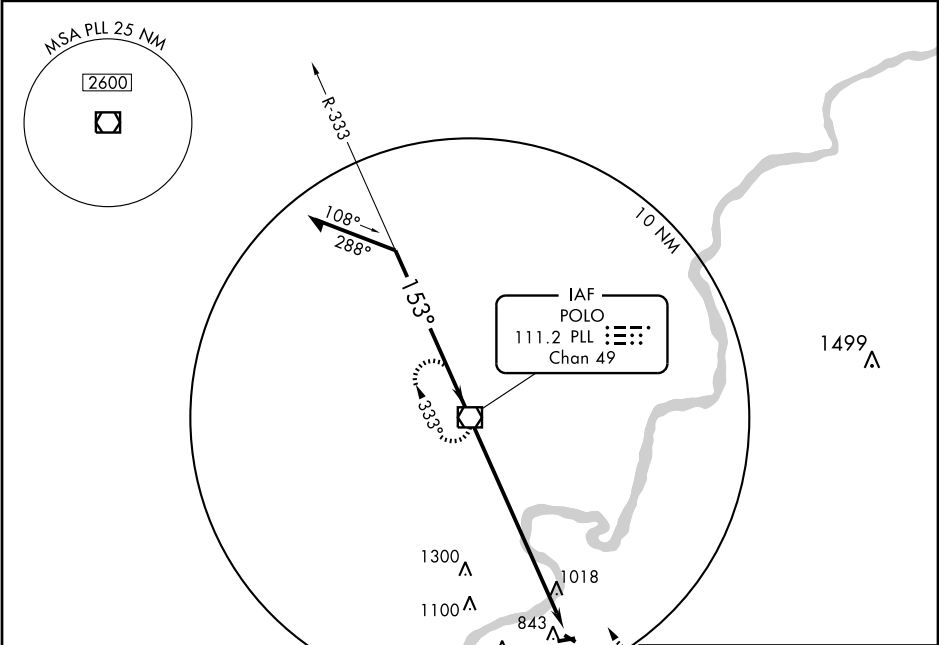
VOR/DME PLL	APP CRS	Rwy Idg	N/A
111.2	153°	TDZE	N/A
Chan 49		Apt Elev	785

VOR-A

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

 NA	Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct PLL VOR/DME and hold.
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ROCHELLE AWOS-3 119.675	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 8.5 NM
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	NA	NA	Knots 60 90 120 150 180 Min:Seq 8:30 5:40 4:15 3:24 2:50

DIXON, ILLINOIS
Amdt 10A 09267

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

41° 50'N - 89° 27'W

VOR-A

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

DWIGHT (DTG) 3 N UTC-6(-5DT) N41°08.00' W88°26.45'
 632 B FUEL 100LL TPA-1432(800) NOTAM FILE IKK
 RWY 09-27: H2364X21 (ASPH-TURF) LIRL (NSTD) 0.3% up W
 RWY 27: Thld displcd 300'. Building.

RWY 18-36: 2000X92 (TURF) 0.5% up S

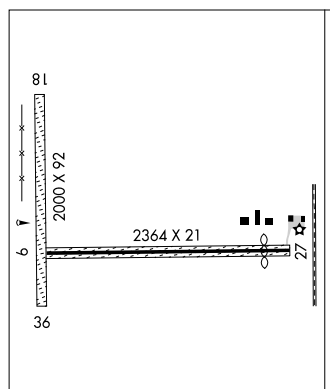
AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±, Sun
 1600-2100Z±. For NSTD LIRL Rwy 09-27 after 0400Z± call
 815-584-2486; for rotating bcn call 815-584-2486. Rwy 09-27
 NSTD LIRL; not FAA approved L-800 series. Spacing and ints of
 lghts vary. Rwy 09-27 21' asph strip centered on 100' turf rwy.
 Rwy 09-27 NSTD markings due to narrow width.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **CHICAGO CENTER APP/DEP CON** 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PONTIAC (L) VOR/DME 109.6 PNT Chan 33 N40°49.27'
 W88°44.01' 032° 23 NM to fld. 679/3E. **HIWAS.**



CHICAGO
 L-27C
 IAP

EDGAR CO (See PARIS)

EFFINGHAM CO MEM (1H2) 3 S UTC-6(-5DT) N39°04.23' W88°32.01'

587 B S4 FUEL 100LL, JET A TPA-1387(800) NOTAM FILE 1H2

RWY 11-29: H5100X75(CONC) MIRL

RWY 11: Tree. RWY 29: REIL. Tree.

RWY 01-19: H3400X60 (ASPH) S-12 MIRL 0.3% up N

RWY 01: PVASI(P SIL)—GA 3.0° TCH 50'. Trees.

RWY 19: PVASI(P SIL)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. MIRL Rwy 11-29 preset
 low ints; to increase ints and ACTIVATE MIRL Rwy 01-19; REIL
 Rwy 29 and VASI Rws 01 and 19—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (217) 536-5976.

COMMUNICATIONS: CTAF/UNICOM 122.8

BIBLE GROVE RCO 122.05R 109.0T (ST LOUIS RADIO)

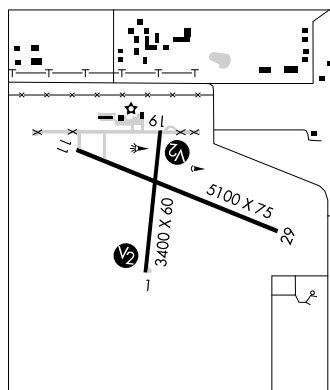
KANSAS CITY CENTER APP/DEP CON 124.3

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 342° 9.3 NM to fld. 540/3E.

ILS/DME 110.75 I-FQE Chan 44Y Rwy 29. LOC only.



ST LOUIS
 H-5E, L-27C
 IAP

EGROW N40°33.62' W88°52.48' NOTAM FILE BMI.

NDB (LOM) 334 LH 201°5.3NM to Central Illinois Rgnl Arpt at Bloomington-Normal. Unmonitored when twr clsd.

ELWIN N39°47.43' W88°57.23' NOTAM FILE DEC.

NDB (LOM) 275 DE 058° 4.9 NM to Decatur. Unmonitored when twr closed.

ST LOUIS

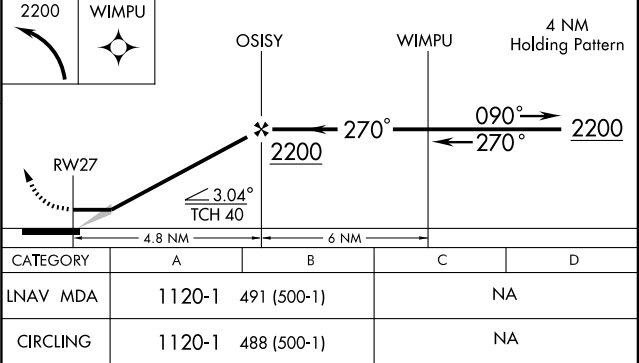
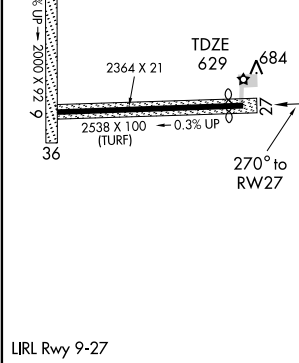
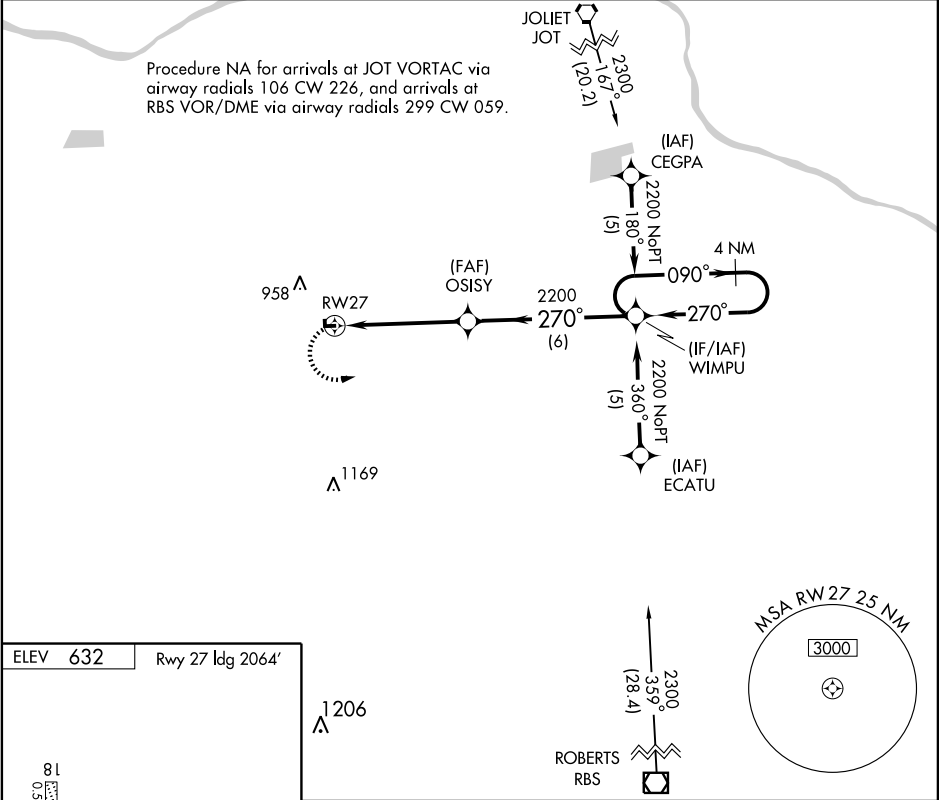
APP CRS	Rwy Idg	2064
270°	TDZE	629
	Apt Elev	632

RNAV (GPS) RWY 27

DWIGHT (DTG)

<div><div>▲NA</div><div>Use Pontiac altimeter setting; if not received, use Morris altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA north of Rwy 9-27.</div></div>	MISSED APPROACH: Climbing left turn to 2200 direct WIMPU and hold.
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PONTIAC AWOS-3 119.675	CHICAGO CENTER 123.75 354.0	UNICOM 122.8 (CTAF)
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

DWIGHT (DTG) 3 N UTC-6(-5DT) N41°08.00' W88°26.45'
 632 B FUEL 100LL TPA-1432(800) NOTAM FILE IKK
 RWY 09-27: H2364X21 (ASPH-TURF) LIRL (NSTD) 0.3% up W
 RWY 27: Thld displcd 300'. Building.

RWY 18-36: 2000X92 (TURF) 0.5% up S

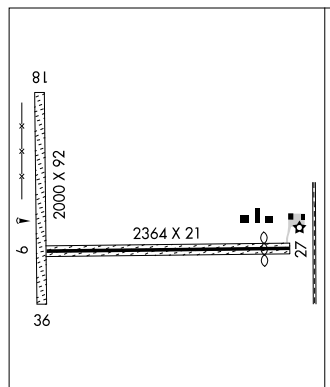
AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±, Sun
 1600-2100Z±. For NSTD LIRL Rwy 09-27 after 0400Z± call
 815-584-2486; for rotating bcn call 815-584-2486. Rwy 09-27
 NSTD LIRL; not FAA approved L-800 series. Spacing and ints of
 lghts vary. Rwy 09-27 21' asph strip centered on 100' turf rwy.
 Rwy 09-27 NSTD markings due to narrow width.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **CHICAGO CENTER APP/DEP CON** 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PONTIAC (L) VOR/DME 109.6 PNT Chan 33 N40°49.27'
 W88°44.01' 032° 23 NM to fld. 679/3E. **HIWAS.**



EDGAR CO (See PARIS)

EFFINGHAM CO MEM (1H2) 3 S UTC-6(-5DT) N39°04.23' W88°32.01'

587 B S4 FUEL 100LL, JET A TPA-1387(800) NOTAM FILE 1H2

RWY 11-29: H5100X75(CONC) MIRL

RWY 11: Tree. RWY 29: REIL. Tree.

RWY 01-19: H3400X60 (ASPH) S-12 MIRL 0.3% up N

RWY 01: PVASI(P SIL)—GA 3.0° TCH 50'. Trees.

RWY 19: PVASI(P SIL)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. MIRL Rwy 11-29 preset
 low ints; to increase ints and ACTIVATE MIRL Rwy 01-19; REIL
 Rwy 29 and VASI Rws 01 and 19—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (217) 536-5976.

COMMUNICATIONS: CTAF/UNICOM 122.8

BIBLE GROVE RCO 122.05R 109.0T (ST LOUIS RADIO)

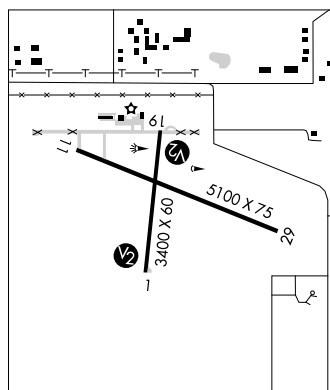
KANSAS CITY CENTER APP/DEP CON 124.3

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 342° 9.3 NM to fld. 540/3E.

ILS/DME 110.75 I-FQE Chan 44Y Rwy 29. LOC only.



EGROW N40°33.62' W88°52.48' NOTAM FILE BMI.

NDB (LOM) 334 LH 201°5.3NM to Central Illinois Rgnl Arpt at Bloomington-Normal. Unmonitored when twr clsd.

ELWIN N39°47.43' W88°57.23' NOTAM FILE DEC.

NDB (LOM) 275 DE 058° 4.9 NM to Decatur. Unmonitored when twr closed.

CHICAGO

L-27C

IAP

ST LOUIS

H-5E, L-27C

IAP

ST LOUIS

EFFINGHAM, ILLINOIS

AL-5930 (FAA)

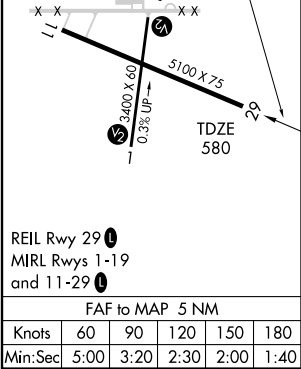
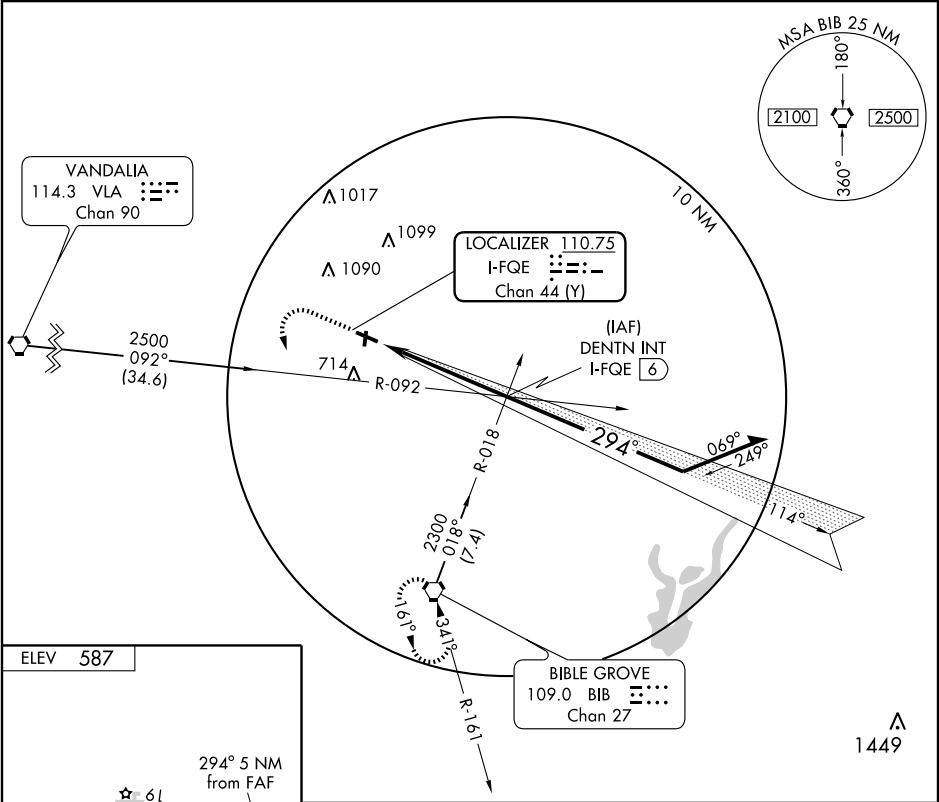
LOC/DME I-FQE 110.75 Chan 44	APP CRS 294°	Rwy Idg TDZE Apt Elev	5100 580 587
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LOC RWY 29
EFFINGHAM COUNTY MEMORIAL (1H2)

▽

MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct BIB VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0
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1800	2300	BIB	DENTIN INT I-FQE 6	Remain within 10 NM
I-FQE 1		2300		Use I-FQE DME when on localizer course.
5 NM		TCH 45		
CATEGORY	A	B	C	D
S-29	940-1 360 (400-1)			940-1¼ 360 (400-1¼)
CIRCLING	1080-1 493 (500-1)		1080-1½ 493 (500-1½)	1280-2¼ 693 (700-2¼)

EFFINGHAM, ILLINOIS
Amdt 1B 10154

39°04'N - 88°32'W

EFFINGHAM COUNTY MEMORIAL (1H2)
LOC RWY 29

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS 009°	Rwy Idg	3400
	TDZE	581
	Apt Elev	587

RNAV (GPS) RWY 1

EFFINGHAM COUNTY MEMORIAL (1H2)

▼

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Olney/Noble altimeter setting and increase all MDA 80 feet and increase LNAV Cats C and D visibility ¼ mile and Circling Cat D visibility ¼ mile.

▲

MISSED APPROACH: Climbing right turn to 2200 direct NOFSU and hold.

AWOS-3 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0
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1017 Δ

Δ 1099

Δ 1090

Procedure NA for arrivals at VLA VORTAC on airway radials 071 CW 158.

VANDALIA VLA

2200 118° (25.9)

MSA RW01 2.5 NM
2500

1178 Δ

2200 009° (6)

714

FWY

(FAF) TIDVE

2200 NoPT 098° (5)

(IF/IAF) NOFSU

2200 NoPT 279° (5)

(IAF) MUJRI

4 NM

2200 NoPT 021° (19.7)

(IAF) CRATS

Procedure NA for arrivals at CRATS via V429 southwest bound.

Procedure NA for arrivals at SAM VOR/DME on V44 eastbound.

SAMSVILLE SAM

2200 324° (39.2)

ELEV 587

REIL Rwy 29 0

MIRL Rwy 1-19 and 11-29 0

6L

5100 X 75

3400 X 60

0.3% UP

TDZE 581

009° to RW01

4 NM Holding Pattern

NOFSU

TIDVE

2200

189°

009°

009°

2200

3.04°

TCH 50

6 NM

4.9 NM

RW01

CATEGORY	A	B	C	D
LNAV MDA	1020-1	439 (500-1)	1020-1¼ 439 (500-1¼)	1020-1½ 439 (500-1½)
CIRCLING	1080-1	493 (500-1)	1080-1½ 493 (500-1½)	1440-2¾ 853 (900-2¾)

EFFINGHAM, ILLINOIS

Orig 03JUN10

39°04'N-88°32'W

EFFINGHAM COUNTY MEMORIAL (1H2)

RNAV (GPS) RWY 1

VOR RWY 1
EFFINGHAM COUNTY MEMORIAL (1H2)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct BIB VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0
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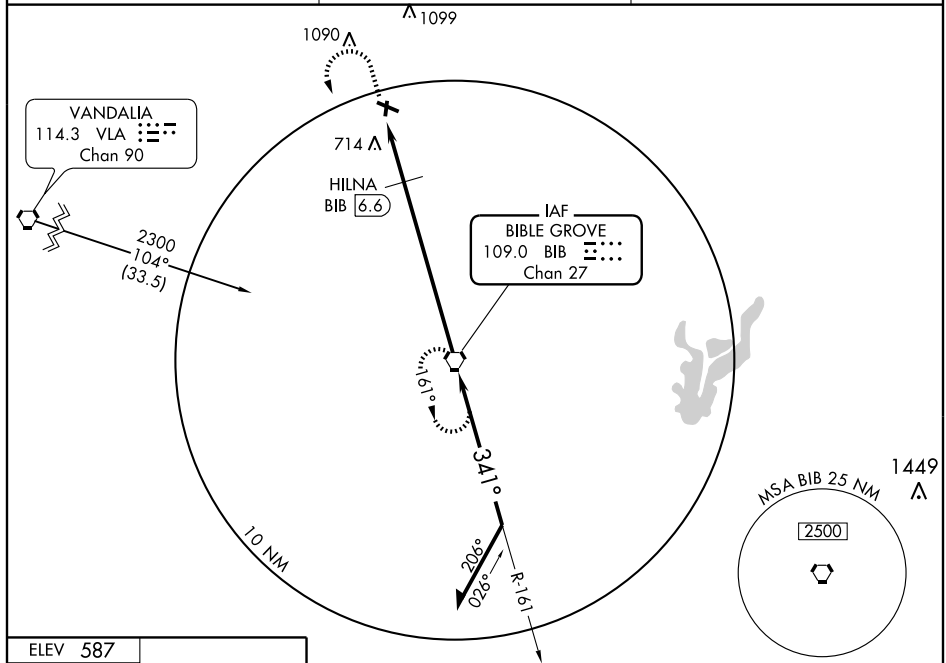


Diagram illustrating the FAF to MAP 9 NM segment. Key features include:

- REIL Rwy 29 (L)
- MRL Rwy 1-19 and 11-29 (L)
- Obstacle: 3400 x 60, 0.3% up
- Obstacle: 5100 x 75
- TDZE: 581
- Obstacle: 61
- Obstacle: 29
- Track: 341° 9 NM from FAF

FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

The diagram illustrates the HILNA instrument setup. It shows a VORTAC station, a 167° bearing, a 341° bearing, and a 2300 frequency. A 2.4 NM distance is marked from the VORTAC to the HILNA station, and a 6.6 NM distance is marked from the HILNA station to the 2300 frequency. A note indicates: * 1240 when using Olney/Noble alimeter setting.

CATEGORY	A	B	C	D
S-1	1160-1 579 (600-1)	1160-1½ 579 (600-1½)	1160-1¾ 579 (600-1¾)	1160-1¾ 579 (600-1¾)
CIRCLING	1160-1 573 (600-1)	1160-1½ 573 (600-1½)	1160-1¾ 573 (600-1¾)	1440-2¾ 853 (900-2¾)

HILNA FIX MINIMUMS

CATEGORY	A	B	C	D
S-1	1020-1 439 (500-1)	1020-1½ 439 (500-1½)	1020-1¾ 439 (500-1¾)	1020-1¾ 439 (500-1¾)
CIRCLING	1080-1 493 (500-1)	1080-1½ 493 (500-1½)	1080-1¾ 493 (500-1¾)	1440-2¾ 853 (900-2¾)

ERIE AIR PARK ULTRALIGHT (3H5) 1 N UTC-6(-5DT) N41°40.95' W90°04.72'
600 TPA-1400(800) NOTAM FILE IKK
RWY 18U-36U: 2000X200 (TURF)
RWY 18U: Trees. RWY 36U: Trees.
AIRPORT REMARKS: Attended Tue-Sat SR-SS. Rwy 18U-36U thlds marked with L-shaped white gravel.
COMMUNICATIONS: CTAF 122.9

CHICAGO

ERMIN N41°43.14' W87°50.18' NOTAM FILE MDW.
NDB (MHW/LDM) 332 HK 044° 5.5 NM to Chicago Midway Intl.

CHICAGO
A

FAIRFIELD MUNI (FWC) 2 W UTC-6(-5DT) N38°22.72' W88°24.76'
436 B FUEL 100LL, JET A NOTAM FILE FWC
RWY 09-27: H4000X75 (ASPH) S-12 MIRL 0.6% up W
RWY 09: REIL. PVASI(PSIL)-GA 3.0° TCH 25'. Tree.
RWY 27: PVASI(PSIL)-GA 3.0° TCH 28'. Pole.
RWY 18-36: H1999X60 (ASPH) S-16 MIRL
RWY 18: Road. RWY 36: Road.
AIRPORT REMARKS: Attended 1400-2200Z+. For attendant other hrs call 618-842-3145/9101. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27; REIL Rwy 09-123.05.
WEATHER DATA SOURCES: AWOS-3 119.425 (618) 847-4709.
COMMUNICATIONS: CTAF/UNICOM 123.05
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11' W88°05.15' 245° 16.7 NM to fld. 540/3E.
WAYNE COUNTY NDB (MHW) 257 FWC N38°22.80' W88°24.59' at fld. NOTAM FILE FWC.

ST LOUIS
L-27C
IAP

FLORA MUNI (FOA) 2 E UTC-6(-5DT) N38°39.90' W88°27.19'
473 B S4 FUEL 100LL, JET A NOTAM FILE FOA
RWY 03-21: H5003X75 (ASPH-PFC) S-30, S-40 MIRL
RWY 03: PVASI(PSIL)-GA 3.0° TCH 26'. Tree.
RWY 21: REIL. PVASI(PSIL)-GA 3.0° TCH 20'. Pole.
RWY 15-33: 2715X100 (TURF)
RWY 15: Thld dsplcd 204'. Tree. RWY 33: Thld dsplcd 174'.
AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z+. Rwy 15-33 soft when wet. Rwy 15-33 thlds and boundary outlined by white ½ tires. Dsplcd thld marked with white rock and is day use only. MIRL Rwy 03-21 preset on low ints; to increase ints and ACTIVATE REIL Rwy 21; PVASI Rwy 03 and Rwy 21, and twy lgtS-CTAF.
WEATHER DATA SOURCES: AWOS-3 120.175 (618) 662-8355.
COMMUNICATIONS: CTAF/UNICOM 122.7
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22' W88°28.91' 172° 15.4 NM to fld. 540/3E.
ILS/DME 108.55 I-RTT Chan 22Y Rwy 21. LOC only.

ST LOUIS
H-5E, L-27C
IAP

FOSTER FLD (See APPLE RIVER)

FRASCA FLD (See Urbana)

NDB FWC	APP CRS	Rwy Idg	4000
257	085°	TDZE	436
		Apt Elev	436

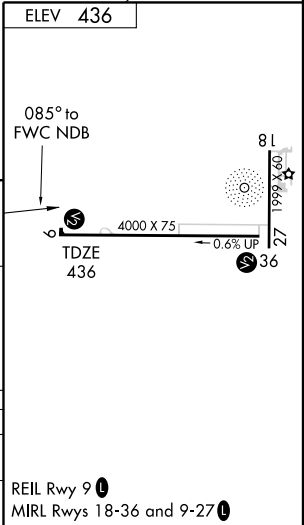
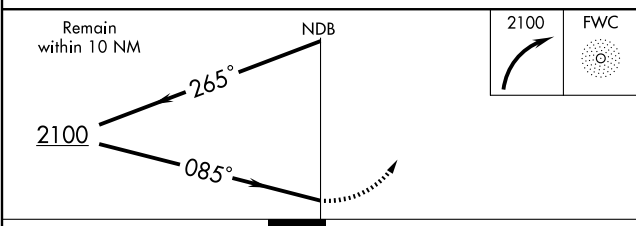
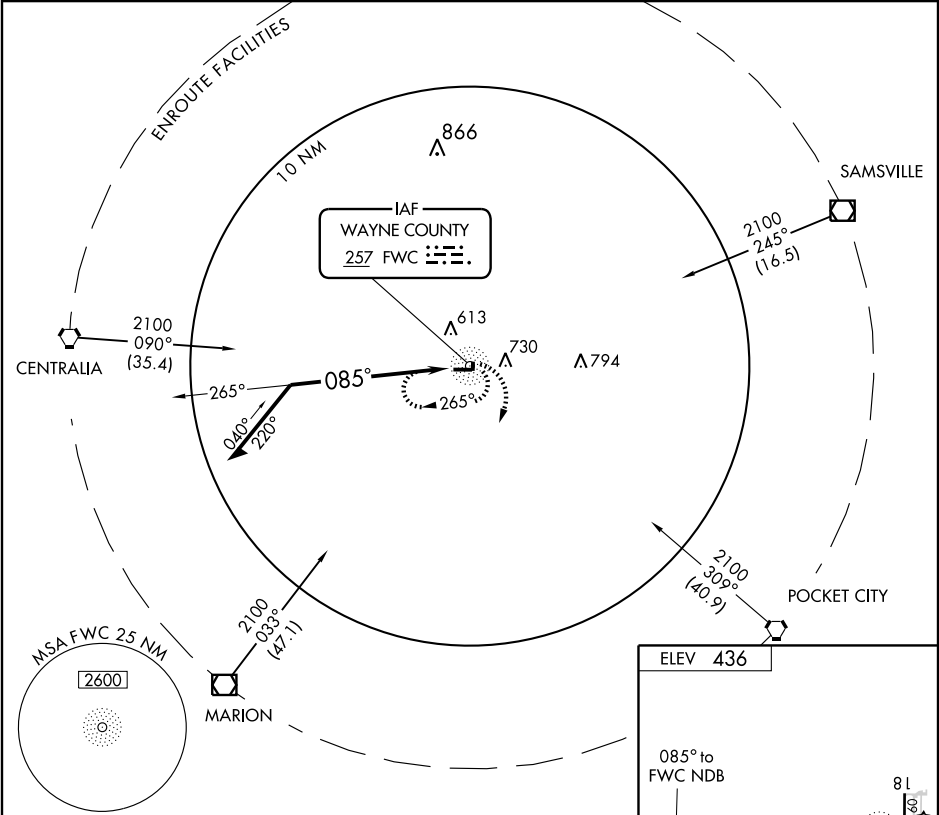
NDB RWY 9
FAIRFIELD MUNI (FWC)

⚠

⚠ NA

MISSED APPROACH: Climbing right turn to 2100 in the FWC NDB holding pattern.

AWOS-3 119.425	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-9	1100-1	664 (700-1)	1100-1¾ 664 (700-1¾)	NA
CIRCLING	1100-1	664 (700-1)	1100-1¾ 664 (700-1¾)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010

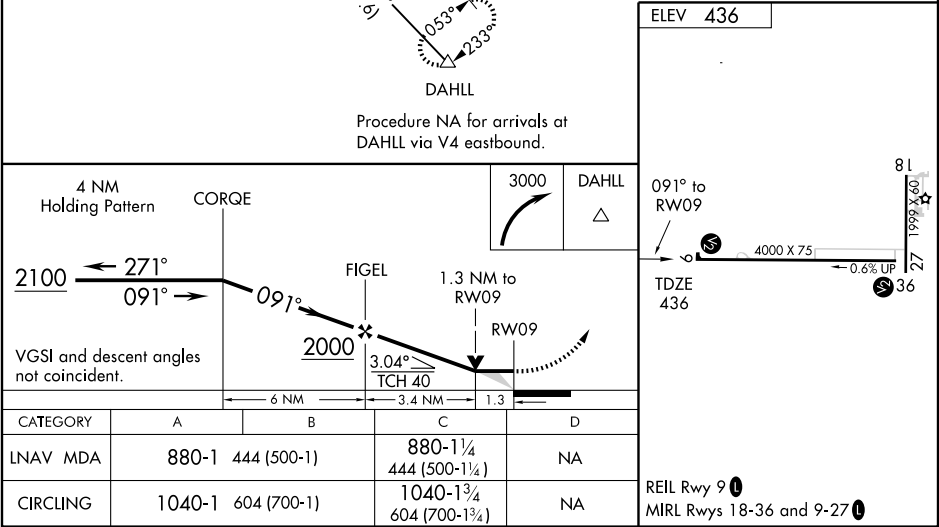
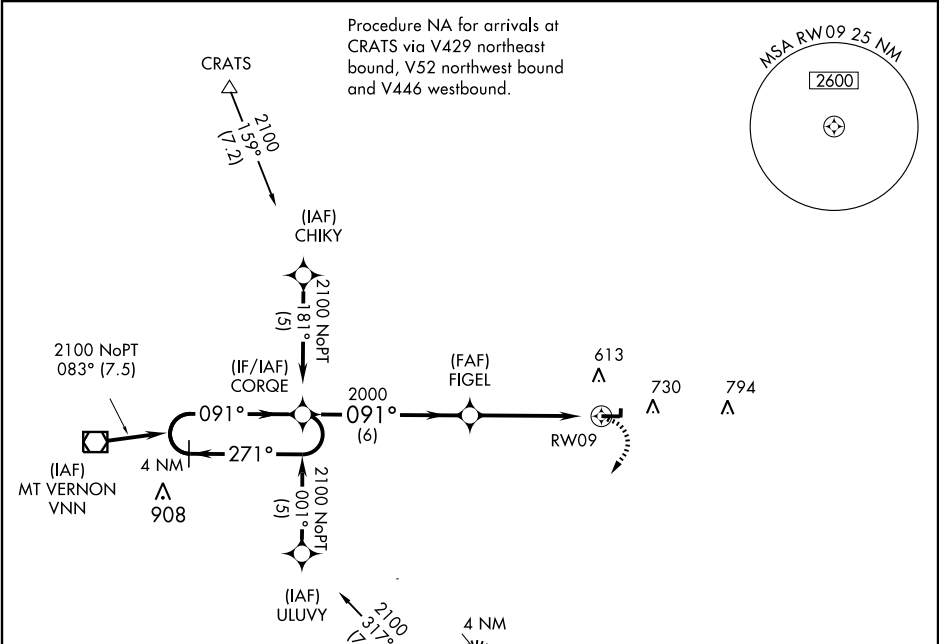
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
091°	TDZE	436
	Apt Elev	436

RNAV (GPS) RWY 9
FAIRFIELD MUNI (FWC)

<p>▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Flora altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.</p> <p>▲</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.</p>
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AWOS-3 119.425	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.05 (CTAF) 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

ERIE AIR PARK ULTRALIGHT (3H5) 1 N UTC-6(-5DT) N41°40.95' W90°04.72' CHICAGO

600 TPA-1400(800) NOTAM FILE IKK

RWY 18U-36U: 2000X200 (TURF)

RWY 18U: Trees. RWY 36U: Trees.

AIRPORT REMARKS: Attended Tue-Sat SR-SS. Rwy 18U-36U thlds marked with L-shaped white gravel.

COMMUNICATIONS: CTAF 122.9

ERMIN N41°43.14' W87°50.18' NOTAM FILE MDW. CHICAGO

NDB (MHW/LDM) 332 HK 044° 5.5 NM to Chicago Midway Intl. A

FAIRFIELD MUNI (FWC) 2 W UTC-6(-5DT) N38°22.72' W88°24.76' ST LOUIS

436 B FUEL 100LL, JET A NOTAM FILE FWC

RWY 09-27: H4000X75 (ASPH) S-12 MIRL 0.6% up W L-27C

RWY 09: REIL. PVASI(PSIL)-GA 3.0° TCH 25'. Tree. IAP

RWY 27: PVASI(PSIL)-GA 3.0° TCH 28'. Pole.

RWY 18-36: H1999X60 (ASPH) S-16 MIRL

RWY 18: Road. RWY 36: Road.

AIRPORT REMARKS: Attended 1400-2200Z. For attendant other hrs call 618-842-3145/9101. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27; REIL Rwy 09-123.05.

WEATHER DATA SOURCES: AWOS-3 119.425 (618) 847-4709.

COMMUNICATIONS: CTAF/UNICOM 123.05

KANSAS CITY CENTER APP/DEP CON 127.7

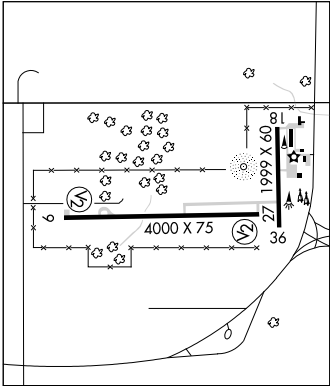
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11'

W88°05.15' 245° 16.7 NM to fld. 540/3E.

WAYNE COUNTY NDB (MHW) 257 FWC N38°22.80'

W88°24.59' at fld. NOTAM FILE FWC.



FLORA MUNI (FOA) 2 E UTC-6(-5DT) N38°39.90' W88°27.19' ST LOUIS

473 B S4 FUEL 100LL, JET A NOTAM FILE FOA H-5E, L-27C

RWY 03-21: H5003X75 (ASPH-PFC) S-30, S-40 MIRL IAP

RWY 03: PVASI(PSIL)-GA 3.0° TCH 26'. Tree.

RWY 21: REIL. PVASI(PSIL)-GA 3.0° TCH 20'. Pole.

RWY 15-33: 2715X100 (TURF)

RWY 15: Thld dsplcd 204'. Tree. RWY 33: Thld dsplcd 174'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z. Rwy 15-33 soft when wet. Rwy 15-33 thlds and boundary outlined by white ½ tires. Dsplcd thld marked with white rock and is day use only. MIRL Rwy 03-21 preset on low ints; to increase ints and ACTIVATE REIL Rwy 21; PVASI Rwy 03 and Rwy 21, and twy lgtS-CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (618) 662-8355.

COMMUNICATIONS: CTAF/UNICOM 122.7

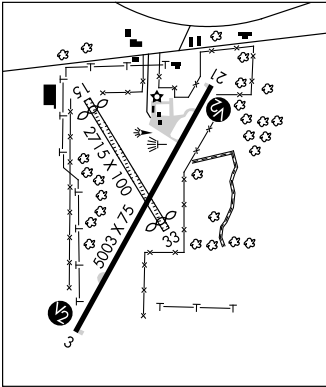
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 172° 15.4 NM to fld. 540/3E.

ILS/DME 108.55 I-RTT Chan 22Y Rwy 21. LOC only.



FOSTER FLD (See APPLE RIVER)

FRASCA FLD (See Urbana)

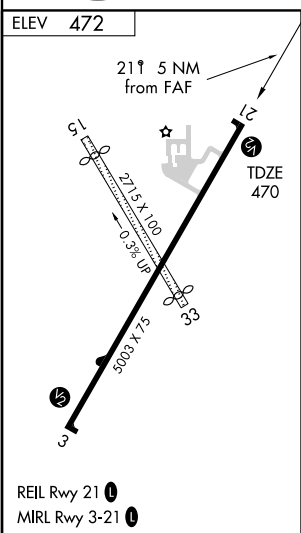
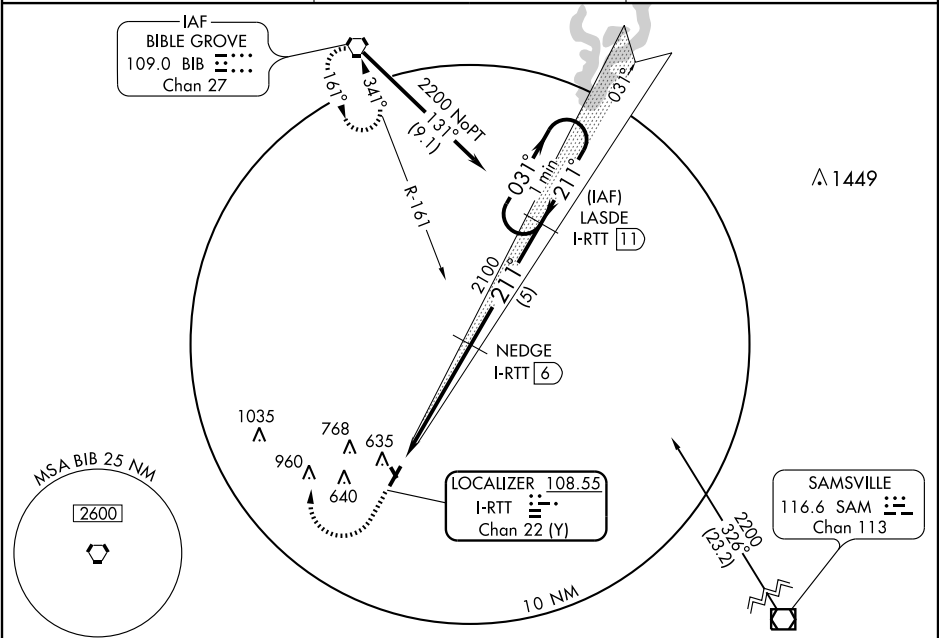
LOC/DME I-RTT 108.55 Chan 22 (Y)	APP CRS 211°	Rwy Idg TDZE Apt Elev	5003 470 472
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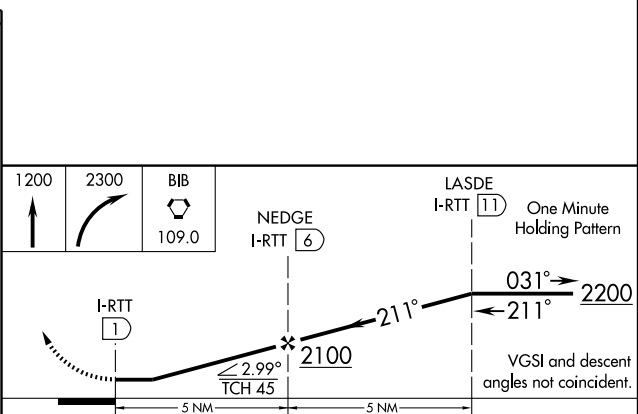
LOC/DME RWY 21
FLORA MUNI (FOA)

When local altimeter setting not received, use Olney-Noble altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct to BIB VORTAC and hold.

AWOS-3 120.175	KANSAS CITY CENTER 127.7 317.7	UNICOM 122.7 (CTAF) 0
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 <p>The diagram illustrates a flight path starting from a thick black line on the left. A dashed curved arrow points left, and a solid curved arrow points right. The path proceeds right, then turns right at a 2.99° angle (TCH 45°) to a point marked with an asterisk. From there, it turns right at 21° to a point labeled 2100. The path then turns right at 31° to a final point labeled 2200. A dashed line labeled LASDE I-RTT (11) is shown to the right, with the note 'One Minute Holding Pattern'. A dashed line labeled NEDGE I-RTT (6) is shown above the 2100 point. A dashed line labeled I-RTT (1) is shown to the left of the first turn. The path is divided into two 5 NM segments by the NEDGE I-RTT (6) line. The text 'VGS1 and descent angles not coincident.' is written near the 2200 point.</p>				
1200	2300	BIB 109.0	LASDE I-RTT (11)	One Minute Holding Pattern
<p>I-RTT (1)</p> <p>NEDGE I-RTT (6)</p> <p>2100</p> <p>21°</p> <p>31°</p> <p>2200</p> <p>2.99° TCH 45°</p> <p>5 NM</p> <p>5 NM</p> <p>VGS1 and descent angles not coincident.</p>				
CATEGORY	A	B	C	D
S-21	820-1 350 (400-1)			NA
CIRCLING	940-1 468 (500-1)	1120-1 648 (700-1)	1120-1¾ 648 (700-1¾)	NA

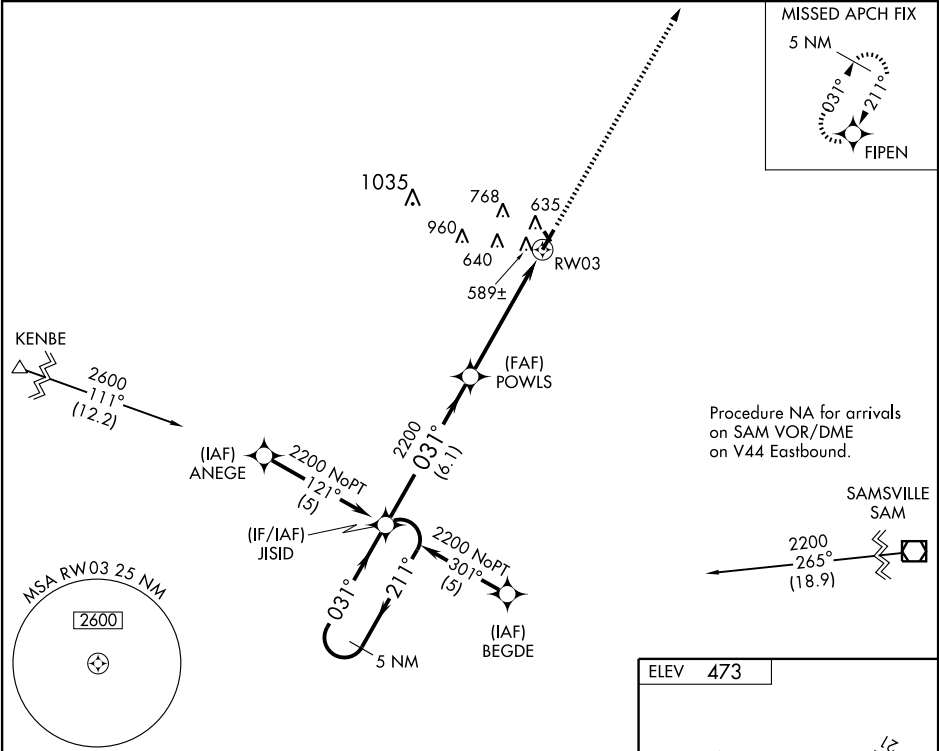
APP CRS	Rwy Idg	5003
031°	TDZE	473
	Apt Elev	473

RNAV (GPS) RWY 3
FLORA MUNI (F.O.A.)

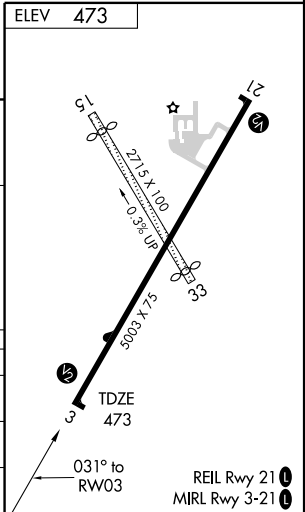
When local altimeter setting not received, use Olney-Noble altimeter setting and increase DA and all MDA 40 feet, increase LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Olney-Noble altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2200 direct
FIPEN and hold.

AWOS-3 120.175	KANSAS CITY CENTER 127.7 317.7	UNICOM 122.7 (CTAF) 0
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5 NM Holding Pattern		JISID	POWLS	VGSI and RNAV glidepath not coincident.	2200	FIPEN
2200		211°	031°	031°	2200	
GS 3.00°						
TCH 40						
		6.1 NM	5.2 NM			
CATEGORY	A	B	C	D		
LNAV/ VNAV DA	859-1½	386 (400-1½)		NA		
LNAV MDA	860-1	387 (400-1)		NA		
CIRCLING	940-1	467 (500-1)	1120-1¾ 647 (700-1¾)	NA		

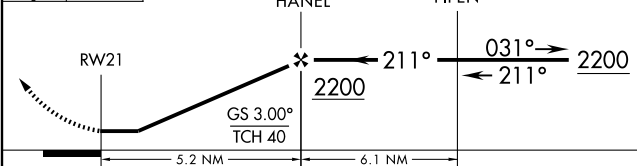
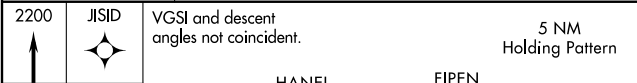
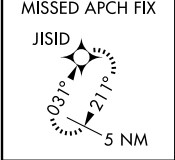
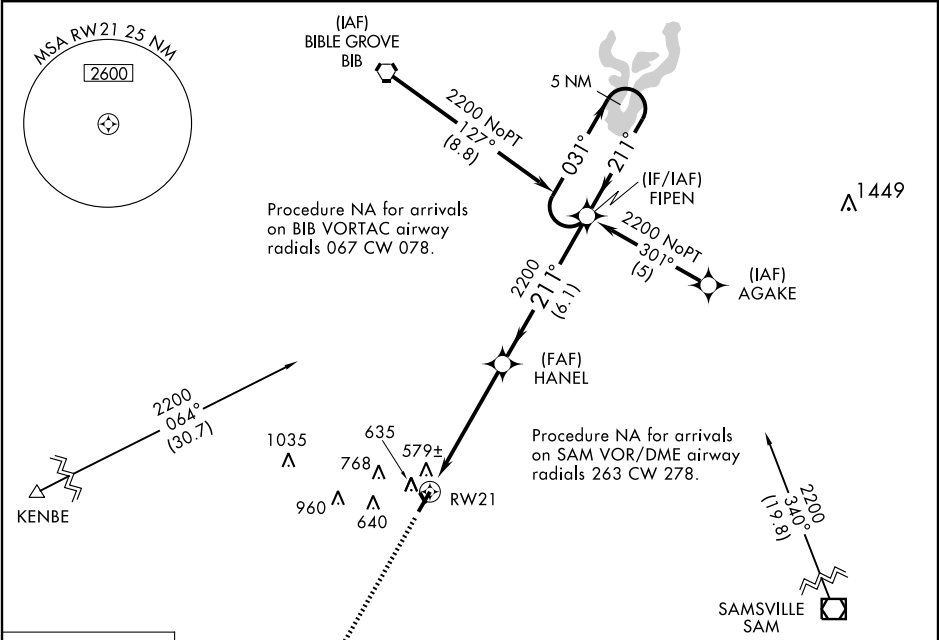


APP CRS	Rwy Idg	5003
211°	TDZE	470
	Apt Elev	473

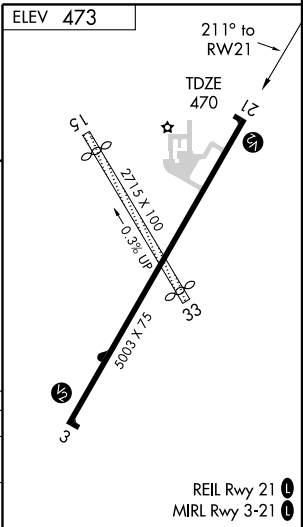
RNAV (GPS) RWY 21
FLORA MUNI (F.O.A.)

<p>⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Olney-Noble altimeter setting and increase all DA/MDA 40 feet and Circling Cat C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2200 direct JISID and hold.</p>
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AWOS-3 120.175	KANSAS CITY CENTER 127.7 317.7	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
RNAV MDA	900-1 430 (500-1)	900-1¼ 430 (500-1¼)	900-1¼ 430 (500-1¼)	NA
CIRCLING	940-1 467 (500-1)	1120-1¾ 647 (700-1¾)	1120-1¾ 647 (700-1¾)	NA



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

FREEPORT

ALBERTUS (FEP) 3 SE UTC-6(-5DT) N42°14.77' W89°34.92'

859 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE FEP

RWY 06-24: H5504X100 (ASPH-GRVD) S-20, D-60 MIRL 0.3% up SW

RWY 06: REIL. PAPI(P4L). GA 3.0° TCH 40'. Tree.

RWY 24: MALSR. PAPI(P4L). GA 3.0° TCH 40'.

RWY 18-36: 2496X150 (TURF)

RWY 18: Road. RWY 36: Tree.

RWY 13-31: 2285X150 (TURF)

RWY 13: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z±, Sat

1400-2300Z±. Ultralight and glider activity on and in vicinity of airport. TPA 1659 (800) piston aircraft, 1259 (400) ultralights. Rwy 18-36 thresholds marked with in-ground concrete markers. Rwy 13-31 thresholds marked with in-ground concrete markers. Rwy 06 REIL OTS indefinite. MIRL Rwy 06-24 and two lights preset on low intensity SS-SR, to increase intensity and activate REIL Rwy 06 and MALSR Rwy 24—CTAF. PAPI Rwy 06 and Rwy 24 operate continuously.

WEATHER DATA SOURCES: AWOS-3 120.525 (815) 233-4472.

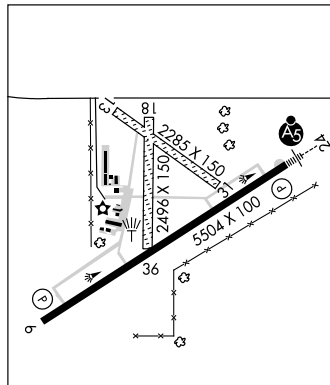
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ROCKFORD APP/DEP CON 126.0 CLNC DEL 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.

JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48'
W89°06.32' 226° 28.3 NM to fld. 931/3E.

ILS/DME 108.3 I-PJE Chan 20 Rwy 24.

CHICAGO
H-50, L-286
IAP

FREEPORT/DORNINK (C86) 6 NE UTC-6(-5DT) N42°22.67' W89°33.84'

949 TPA—1749(800) NOTAM FILE IKK

RWY 18-36: 2600X100 (TURF)

RWY 36: Threshold displaced 360'. Road.

AIRPORT REMARKS: Attended irregularly. Rwy 36 displaced threshold marked with red and white ground markers. Rwy mowed 80' wide and marked with cones on sides.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHICAGO

GALESBURG MUNI (GBG) 3 SW UTC-6(-5DT) N40°56.28' W90°25.87'

764 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE GBG

RWY 03-21: H5791X150 (ASPH-PFC) S-47, D-57, 2D-85 HIRL

RWY 03: MALSR.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 43.2'. Antenna.

RWY 10-28: H3600X100 (ASPH) S-30, D-40 MIRL

RWY 10: Tree RWY 28: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0230Z±, Sat-Sun 1300-0100Z±. Self serve 100LL available 24 hrs. HIRL Rwy 03-21 and MIRL Rwy 10-28 preset low intensity night. To increase intensity night and activate HIRL Rwy 03-21 and MIRL Rwy 10-28 day and MALSR Rwy 03; REIL and VASI Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 109.8 GBG (309) 343-3711.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 109.8T (KANKAKEE RADIO)

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z±) CLNC DEL 120.7

Ⓡ CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z±)

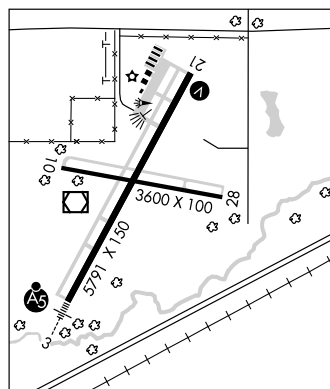
AIRSPACE: CLASS E svc 1300-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.

(T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' at fld. 760/3E. AWOS-3.

ILS 110.7 I-GBG Rwy 03.

CHICAGO
H-50, L-278
IAP

GALT FLD (See GREENWOOD/WONDER LAKE)

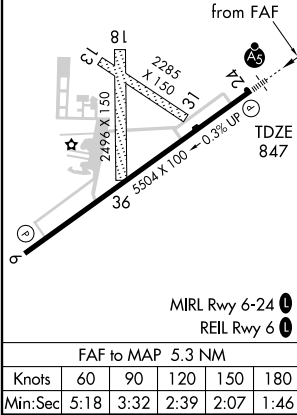
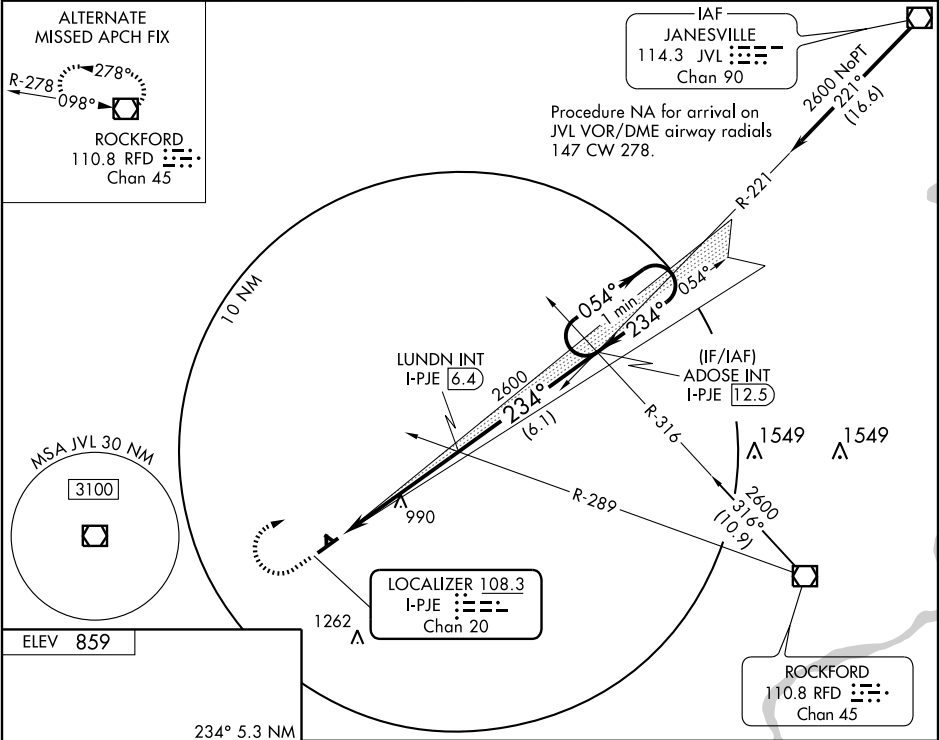
GEN-AIR PARK (See GENESEO)

LOC/DME I-PJE 108.3 Chan 20	APP CRS 234°	Rwy Idg TDZE Apt Elev	5504 847 859
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ILS or LOC RWY 24
FREEPORT/ALBERTUS (F'EP)

For inoperative MALSR, increase S-LOC 24 Cats A and B visibility to 1. If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet.	MALSR 	MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via JVL VOR/DME R-221 to ADOSE Int/I-PJE 12.5 DME and hold.
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AWOS-3 120.525	ROCKFORD APP CON 126.0 327.0	CLNC DEL 121.85	UNICOM 122.8 (CTAF)
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1400	2600	ADOSE INT	LUNDN INT I-PJE (6.4)	ADOSE INT I-PJE (12.5)	One Minute Holding Pattern
JVL R-221 114.3	I-PJE (2.4)	I-PJE (1.1)	2600	2600	GS 3.00° TCH 45
1.3	4 NM	6.1 NM			
CATEGORY	A	B	C	D	
S-ILS 24	1047- ³ / ₄ 200 (200- ³ / ₄)				
S-LOC 24	1300- ³ / ₄ 453 (500- ³ / ₄)			1300-1 453 (500-1)	
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)	

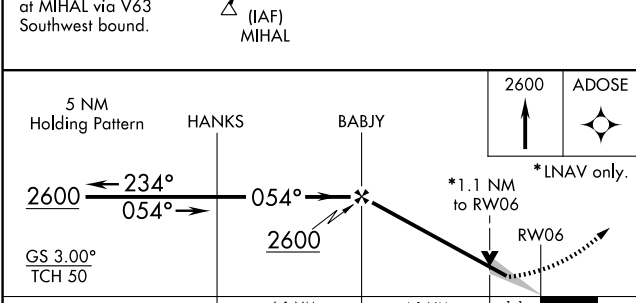
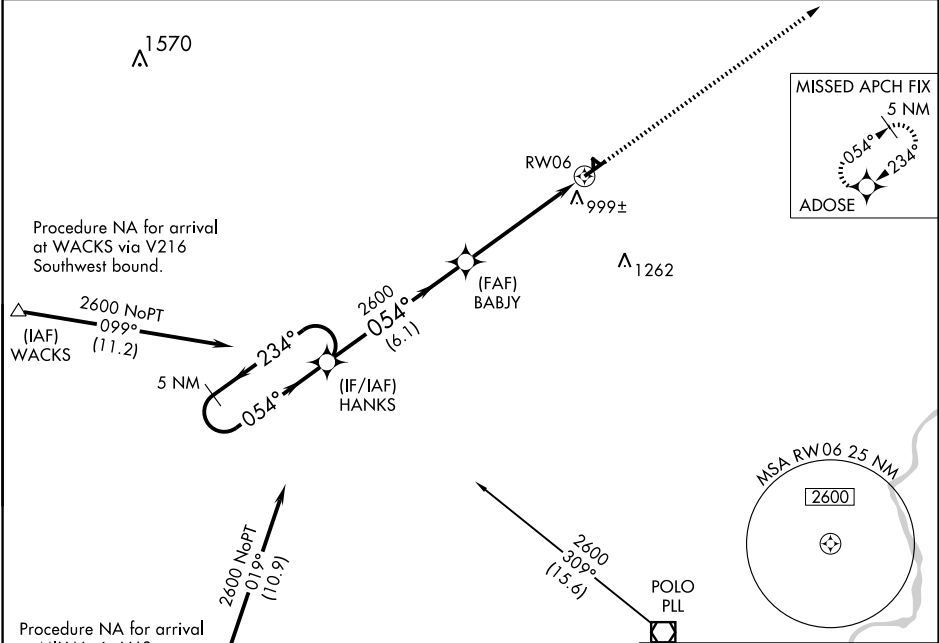
WAAS CH 56404 W06A	APP CRS 054°	Rwy Idg TDZE 859 Apt Elev 859	5504
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RNAV (GPS) RWY 6
FREEPORT/ALBERTUS (F'EP)

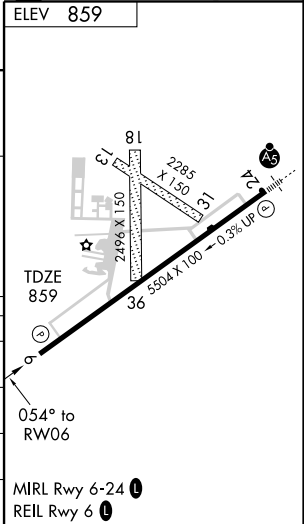
▼ If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Baro-VNAV and VDP NA when using Rockford altimeter setting.

MISSED APPROACH: Climb to 2600 direct ADOSE and hold.

AWOS-3 120.525	ROCKFORD APP CON 126.0 327.0	CLNC DEL 121.85	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1109-1 250 (300-1)			
LNAV/VNAV DA	1371-1¾ 512 (600-1¾)			
LNAV MDA	1260-1 401 (500-1)		1260-1¼ 401 (500-1¼)	
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010


EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78403 W24A	APP CRS 234°	Rwy Idg TDZE Apt Elev	5504 847 859
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RNAV (GPS) RWY 24
FREEPORT/ALBERTUS (F'EP)

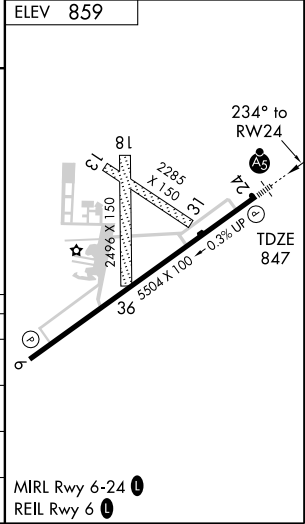
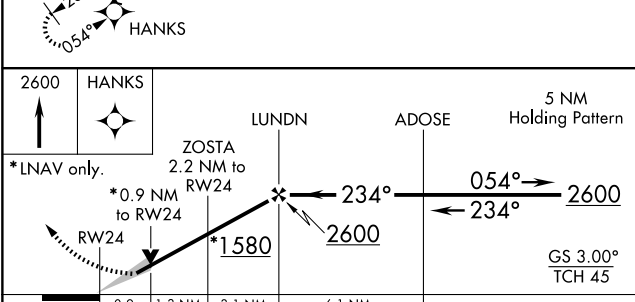
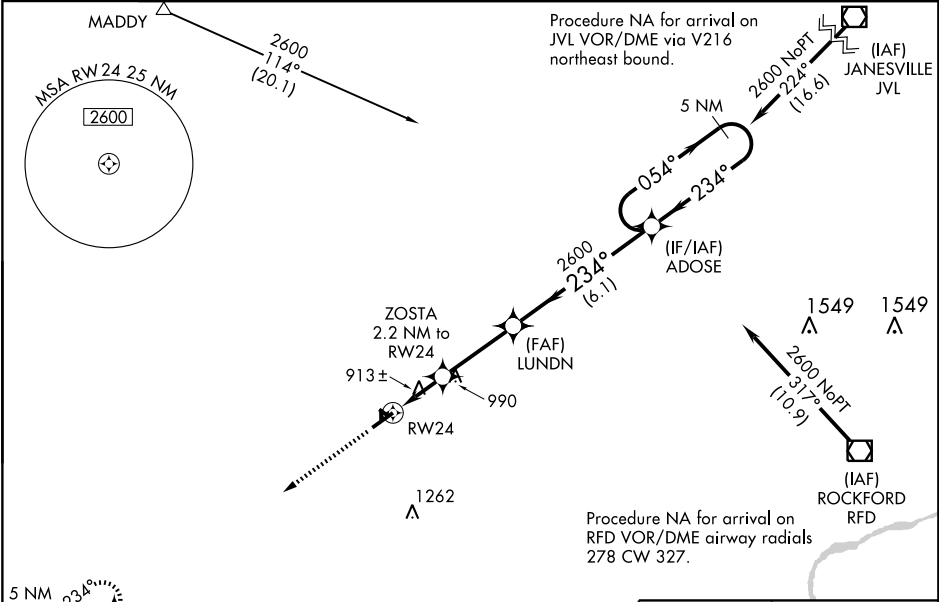
▼ If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Baro-VNAV and VDP NA when using Rockford altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1, and LNAV Cats A, B and C to 1. Inoperative table does not apply to LNAV Cat. D.

MALSR



MISSED APPROACH:
Climb to 2600 direct HANKS and hold.

AWOS-3 120.525	ROCKFORD APP CON 126.0 327.0	CLNC DEL 121.85	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1097-3/4	250 (300-3/4)		
LNAV/ VNAV DA	1097-3/4	250 (300-3/4)		
LNAV MDA	1180-3/4	333 (400-3/4)	1180-1 333 (400-1)	
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1 1/2 521 (600-1 1/2)	1440-2 581 (600-2)

FREEPORT, ILLINOIS

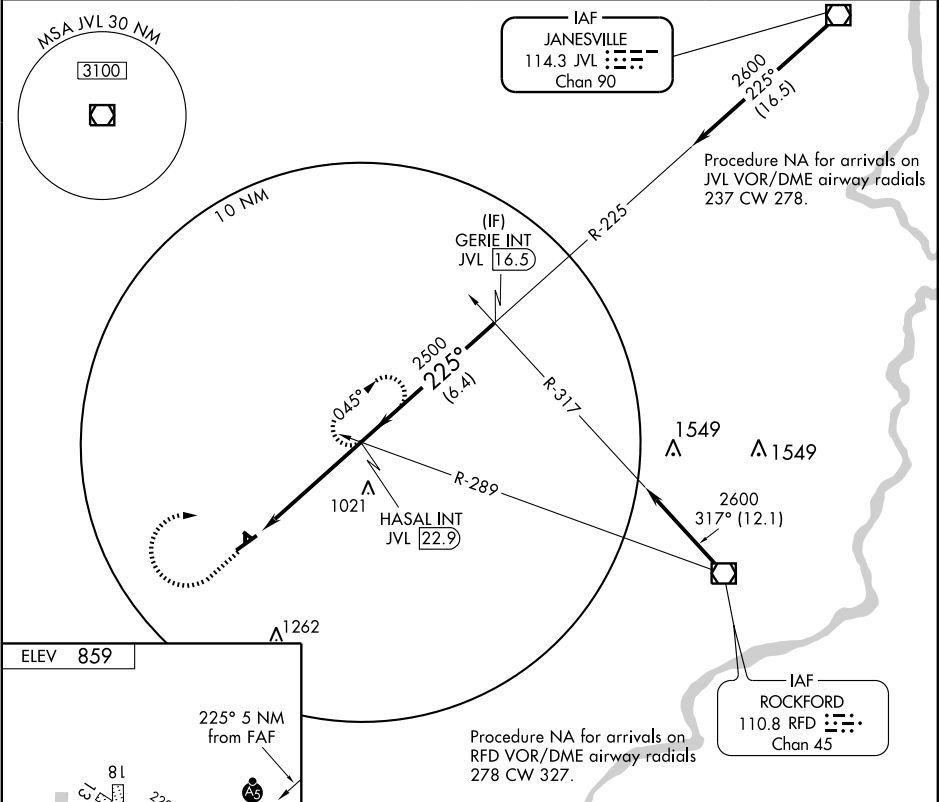
AL-5641 (FAA)

VOR/DME JVL	APP CRS	Rwy Idg	5504
114.3	225°	TDZE	847
Chan 90		Apt Elev	859

VOR RWY 24
FREEPORT/ALBERTUS (F'EP)

<p>⚠ If local altimeter setting not received, use Rockford altimeter setting and increase all MDAs 80 feet.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2500 via JVL VOR/DME R-225 then right turn via heading 090° and JVL VOR/DME R-225 to HASAL INT 22.9 DME and hold.</p>
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AWOS-3 120.525	ROCKFORD APP CON 126.0 327.0	CLNC DEL 121.85	UNICOM 122.8 (CTAF) 0
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<p>2500</p> <p>JVL R-225 114.3</p> <p>HDG 090° JVL R-225 114.3</p> <p>HASAL INT JVL 22.9</p> <p>HASAL INT JVL 22.9</p> <p>GERIE INT JVL 16.5</p> <p>2600</p> <p>Procedure Turn NA</p> <p>2500</p> <p>≤ 3.04° TCH 46</p> <p>5 NM</p> <p>6.4 NM</p>				
CATEGORY	A	B	C	D
S-24	1280-1 433 (500-1)	1280-1¼ 433 (500-1¼)	1280-1½ 433 (500-1½)	1280-2 433 (500-2)
CIRCLING	1300-1 441 (500-1)	1340-1¼ 481 (500-1¼)	1380-1½ 521 (500-1½)	1440-2 581 (600-2)

FREEPORT, ILLINOIS
Amdt 7 09015

42° 15'N-89° 35'W

FREEPORT/ALBERTUS (F'EP)
VOR RWY 24

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

FREEPORT

ALBERTUS (FEP) 3 SE UTC-6(-5DT) N42°14.77' W89°34.92'

859 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE FEP

RWY 06-24: H5504X100 (ASPH-GRVD) S-20, D-60 MIRL 0.3% up SW

RWY 06: REIL. PAPI(P4L). GA 3.0° TCH 40'. Tree.

RWY 24: MALSR. PAPI(P4L). GA 3.0° TCH 40'.

RWY 18-36: 2496X150 (TURF)

RWY 18: Road. RWY 36: Tree.

RWY 13-31: 2285X150 (TURF)

RWY 13: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z±, Sat

1400-2300Z±. Ultralight and glider activity on and in vicinity of airport. TPA 1659 (800) piston aircraft, 1259 (400) ultralights. Rwy 18-36 thresholds marked with in-ground concrete markers. Rwy 13-31 thresholds marked with in-ground concrete markers. Rwy 06 REIL OTS indefinite. MIRL Rwy 06-24 and two lights preset on low intensity SS-SR, to increase intensity and activate REIL Rwy 06 and MALSR Rwy 24—CTAF. PAPI Rwy 06 and Rwy 24 operate continuously.

WEATHER DATA SOURCES: AWOS-3 120.525 (815) 233-4472.

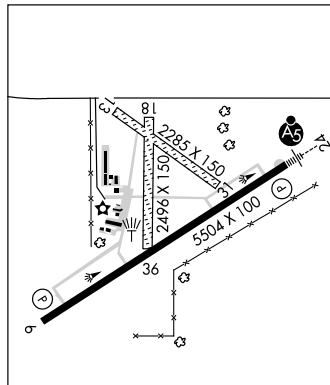
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ROCKFORD APP/DEP CON 126.0 CLNC DEL 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.

JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48'
W89°06.32' 226° 28.3 NM to fld. 931/3E.

ILS/DME 108.3 I-PJE Chan 20 Rwy 24.

CHICAGO
H-50, L-286
IAP

FREEPORT/DORNINK (C86) 6 NE UTC-6(-5DT) N42°22.67' W89°33.84'

949 TPA—1749(800) NOTAM FILE IKK

RWY 18-36: 2600X100 (TURF)

RWY 36: Thld displcd 360'. Road.

AIRPORT REMARKS: Attended irregularly. Rwy 36 displaced threshold marked with red and white ground markers. Rwy mowed 80' wide and marked with cones on sides.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHICAGO

GALESBURG MUNI (GBG) 3 SW UTC-6(-5DT) N40°56.28' W90°25.87'

764 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE GBG

RWY 03-21: H5791X150 (ASPH-PFC) S-47, D-57, 2D-85 HIRL

RWY 03: MALSR.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 43.2'. Antenna.

RWY 10-28: H3600X100 (ASPH) S-30, D-40 MIRL

RWY 10: Tree RWY 28: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0230Z±, Sat-Sun 1300-0100Z±. Self serve 100LL available 24 hrs. HIRL Rwy 03-21 and MIRL Rwy 10-28 preset low intensity night. To increase intensity night and activate HIRL Rwy 03-21 and MIRL Rwy 10-28 day and MALSR Rwy 03; REIL and VASI Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 109.8 GBG (309) 343-3711.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 109.8T (KANKAKEE RADIO)

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z±) CLNC DEL 120.7

Ⓡ CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z±)

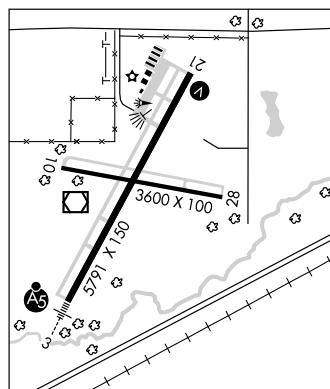
AIRSPACE: CLASS E svc 1300-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.

(T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' at fld. 760/3E. AWOS-3.

ILS 110.7 I-GBG Rwy 03.

CHICAGO
H-50, L-278
IAP

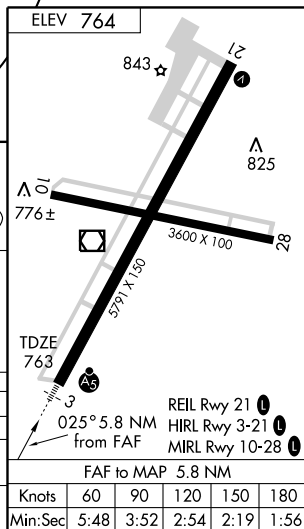
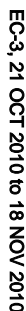
GALT FLD (See GREENWOOD/WONDER LAKE)

GEN-AIR PARK (See GENESEO)

ILS or LOC RWY 3
GALESBURG MUNI (GBG)

MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

Use of BRL R-070 and GBG R-205 may be necessary to locate MAXAY intersection.



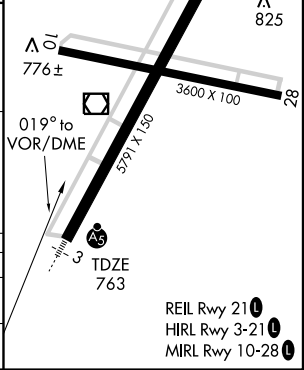
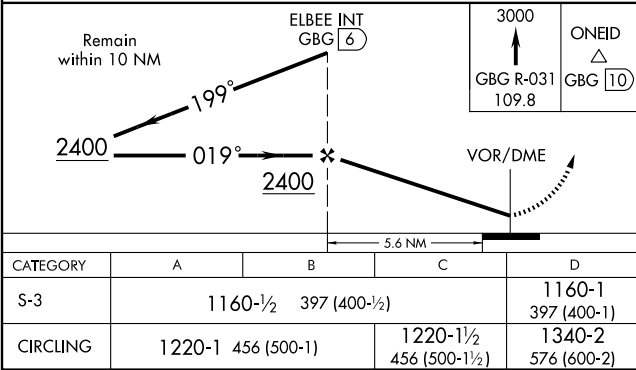
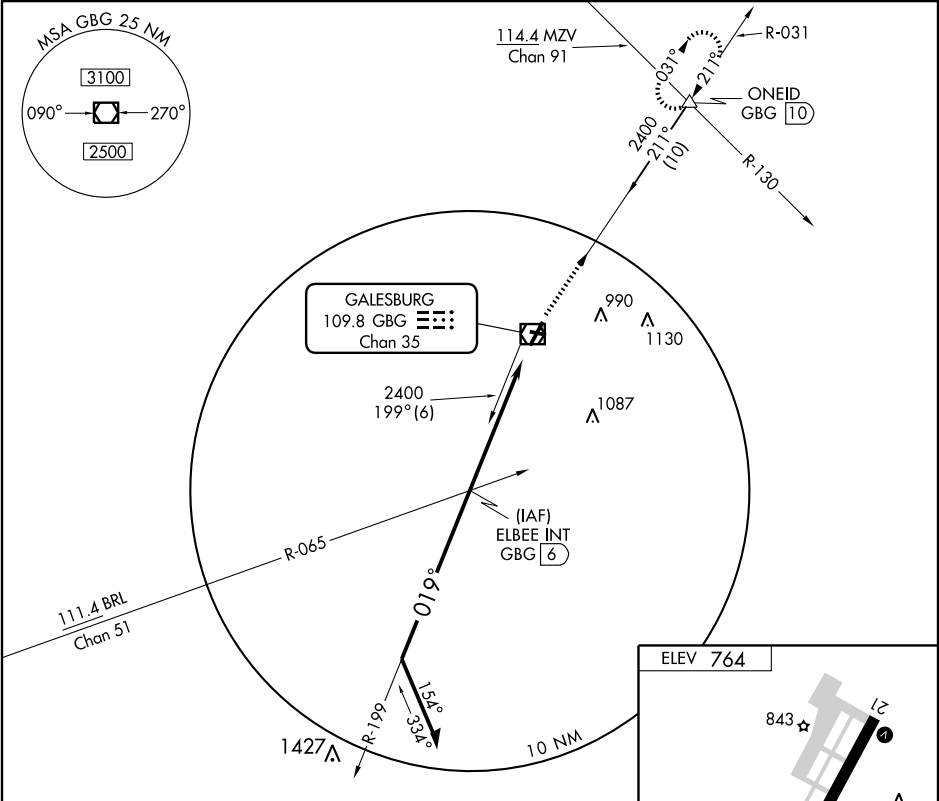
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

VOR/DME GBG	APP CRS	Rwy Idg	5791
109.8	019°	TDZE	763
Chan 35		Apt Elev	764

VOR or GPS RWY 3
GALESBURG MUNI (GBG)

For inoperative MALSR, increase Cat D S-3 visibility ¼ mile.	MALSR	MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.
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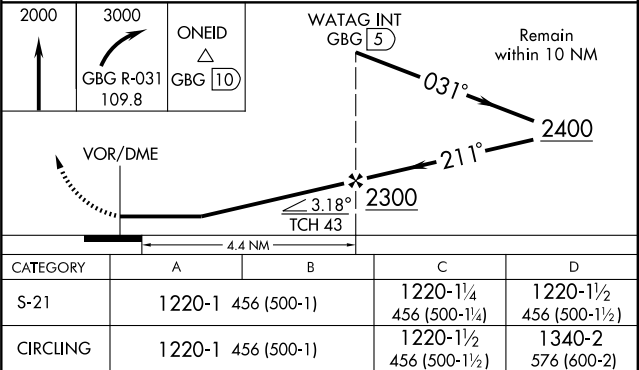
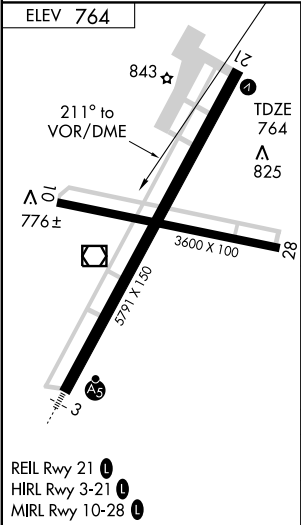
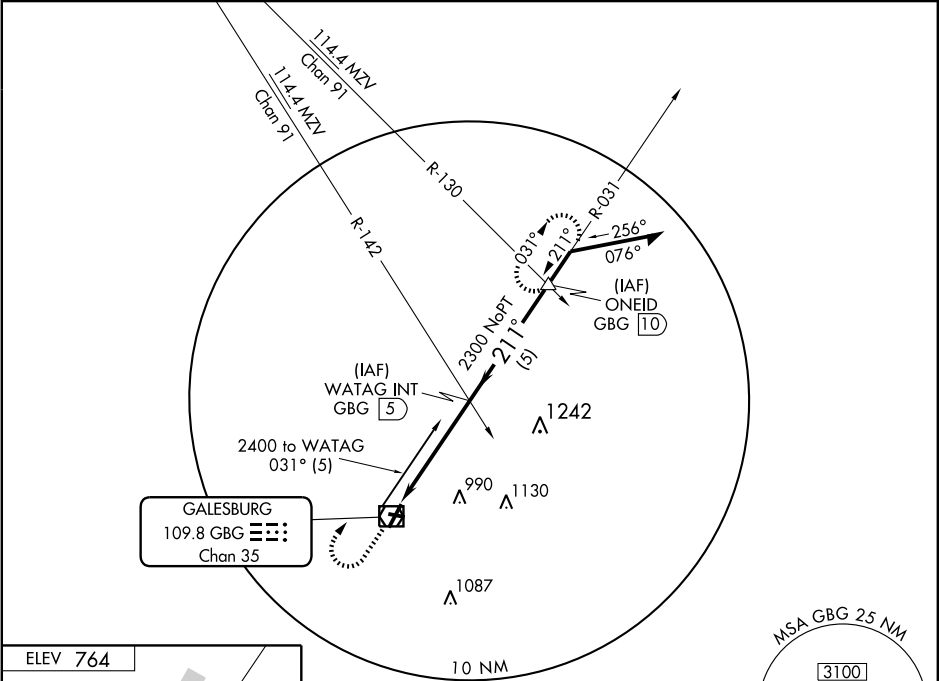
AWOS-3 109.8	QUAD CITY APP CON ★ 118.2 257.8	CLNC DEL 120.7	UNICOM 123.0 (CTAF) 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

<div><div>▽</div></div>		MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.	
AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
109.8	118.2 257.8	120.7	123.0 (CTAF) 0



GENESEO

GEN-AIRPARK (3G8) 2 SE UTC-6(-5DT) N41°26.39' W90°06.60' CHICAGO

645 TPA-1445 (800) NOTAM FILE IKK

RWY 09-27: 2568X120 (TURF) LIRL (NSTD)

RWY 09: Thld dspld 240'. Road. RWY 27: Thld dsplcd 300'. Road.

AIRPORT REMARKS: Attended irregularly. Parachute activity on and invof arpt. Rwy 09-27 dsplcd thld marked with a 10' strip of gravel outward from both sides of rwy. Rwy 09-27 NSTD LIRL; NSTD spacing and ints.

COMMUNICATIONS: CTAF 122.9

GILMY N42°06.87' W89°05.92' NOTAM FILE RFD. CHICAGO

NDB (LOM) 275 RF 001° 4.9 NM to Chicago/Rockford Intl.

GOOEY N38°28.68' W89°44.27' NOTAM FILE BLV. ST LOUIS

NDB (LOM) 385 JD 309° 6.1 NM to Scott AFB/MidAmerica. No NOTAM MP Tue 1200-1600Z‡.

GRANDPAS' FARM MENDOTA (See MENDOTA)

GRAYSLAKE

CAMPBELL (C81) 2 SW UTC-6(-5DT) N42°19.48' W88°04.45' CHICAGO

788 B S4 FUEL 100LL TPA-1588(800) NOTAM FILE IKK COPTER

RWY 06-24: 3573X40 (ASPH-TURF) L-28H, A

RWY 06: Trees. RWY 24: Thld dsplcd 301'. Tree. IAP

RWY 09-27: H3270X40 (ASPH) LIRL (NSTD) 0.3% up E

RWY 09: TRCV(TRIL)—GA 4.0°. Trees.

RWY 27: TRCV(TRIL)—GA 4.0°. Tree.

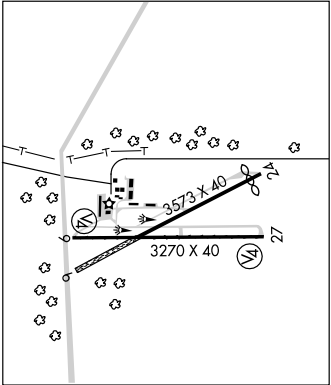
AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡, Sat-Sun 1330-2300Z‡. Be alert: model acft flying ½ mile SE of Rwy 27 thld. No touch and go ldg permitted. Unlgt'd power lines 167' AGL ¾ mile S of Rwy 09-27. Rwy 06-24 pavement has several areas of loose debris, cracks and depressions. Rwy edges drop off in excess of 2 inches. Rwy 24 NSTD dsplcd thld white stripe marking only. Rwy 06-24 SW 1000' portion turf-grvl. Rwy 09-27 NSTD LIRL; spacing and lgt ints varies. NSTD TRIL Rwy 09 and Rwy 27 only operational dusk-dawn.

COMMUNICATIONS: CTAF/UNICOM 122.7

® CHICAGO APP/DEP CON 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29' W87°57.11' 321° 8.2 NM to fld. 758/2W.



GREATER BEARDSTOWN (See BEARDSTOWN)

GREATER KANKAKEE (See KANKAKEE)

GREATER PEORIA RGNL (See PEORIA)

▼

▲ NA

Use Chicago O'Hare altimeter setting.
GPS or RNP-0.3 Required.
DME/DME-0.3 NA.

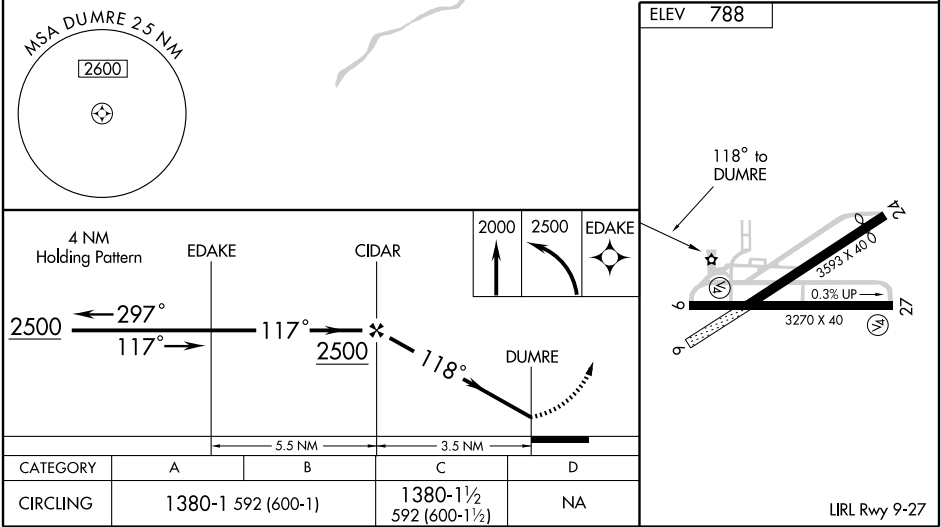
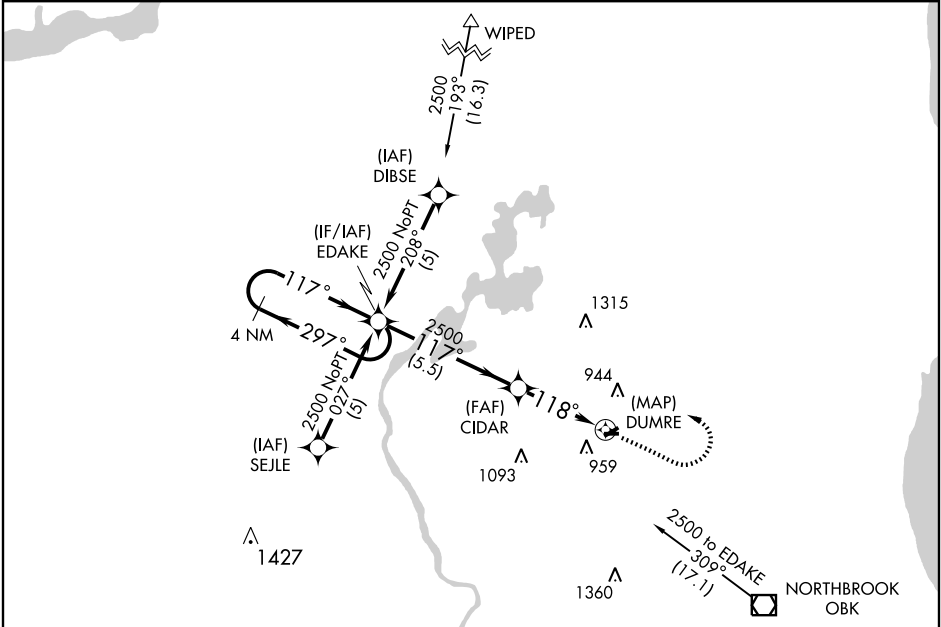
MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct EDAKE WPT and hold.

CHICAGO APP CON

120.55 315.6

UNICOM

122.7 (CTAF)



VOR/DME OBK
113.0
Chan **77**

APP CRS
140°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
788

VOR-A
GRAYSLAKE/CAMPBELL (C81)

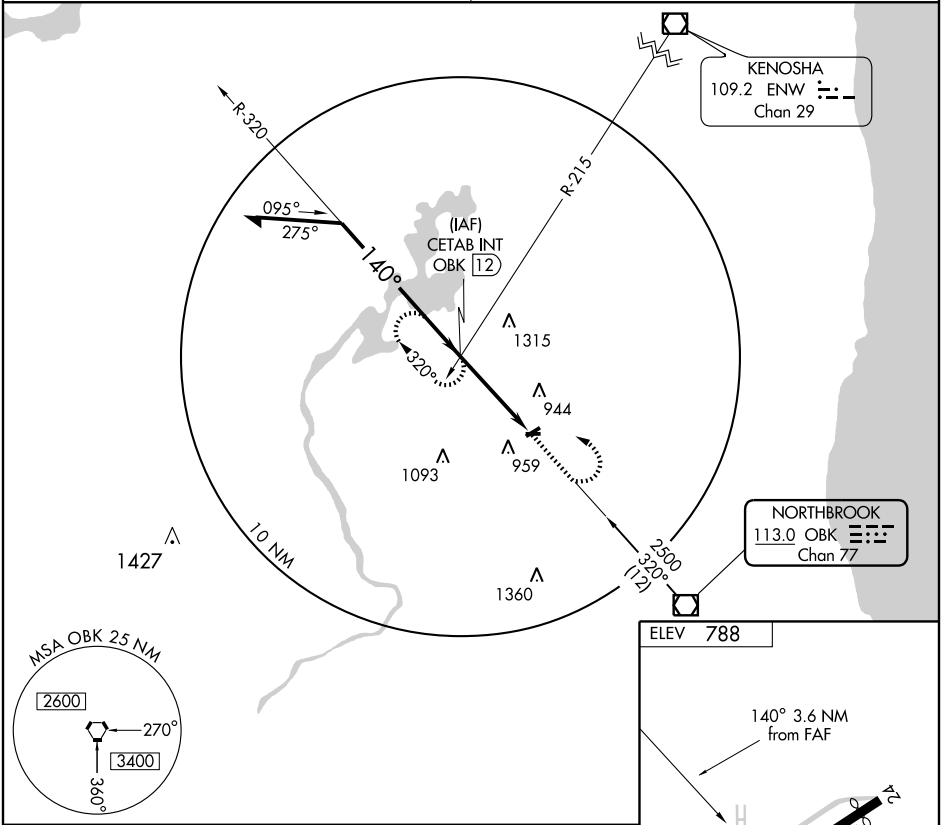
NA

Use Chicago O'Hare altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via OBK R-320 to CETAB Int/12 DME and hold.

CHICAGO APP CON
120.55 315.6

UNICOM
122.7 (CTAF)



Remain within 10 NM

CETAB INT OBK 12

2500

320°

140°

2500

3.6 NM

2500

OBK R-320 113.0

CETAB INT OBK 12

OBK 8.4

ELEV 788

140° 3.6 NM from FAF

3593 X 40 0

0.3% UP

3270 X 40

LIRL Rwy 9-27

CATEGORY	A	B	C	D	FAF to MAP 3.6 NM							
CIRCLING	1500-1 712 (800-1)		1500-2 712 (800-2)		NA		Knots	60	90	120	150	180
							Min:Sec	3:36	2:24	1:48	1:26	1:12

GREENVILLE (GRE) 3 S UTC-6(-5DT) N38°50.17' W89°22.70'

ST LOUIS

541 B S2 FUEL 100LL, JET A TPA-1341(800) NOTAM FILE STL

L-27C

RWY 18-36: H4002X75 (ASPH) S-7.5 MIRL

IAP

RWY 18: REIL. PVASI(PSIL)-GA 3.0° TCH 25'.

RWY 09-27: 3200X250 (TURF)

Rwy 09: Tree RWY 27: Thld dspcd 600'. Tree.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z†, Apr-Sep 1230-0000Z†. Parachute Jumping. Intensive powered parachute ops during early morning and late afternoon/evening. Runway 09-27 600' E CLOSED indef. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE-CTAF. Rwy 27 dspcd thlds marked with 5' vee board painted yellow. Rwy 18 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

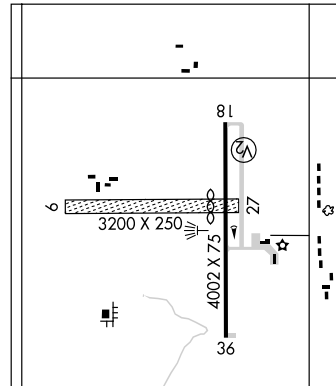
VANDALIA RCO 122.1R 114.3T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 209° 18.5 NM to fld. 604/4E.

COMM/NAV/WEATHER REMARKS: Automated UNICOM. 618-664-1939.**GREENWOOD/WONDER LAKE****GALT FLD** (10C) 1N UTC-6(-5DT) N42°24.17' W88°22.51'

CHICAGO

875 B S4 FUEL 100LL OX 3, 4 TPA-1675(800) NOTAM FILE IKK

COPTER

RWY 09-27: H2802X36 (ASPH) LIRL (NSTD) 0.9% up W

L-28H, A

RWY 09: Tree. RWY 27: Tree.

IAP

RWY 18-36: 2141X125 (TURF) 0.6% up N

RWY 18: Thld dspcd 200'. Tree.

RWY 36: Thld dspcd 270'. Pole.

AIRPORT REMARKS: Attended May-Sep 1300-0200Z†, Oct-Apr 1300-2300Z†, Memorial Day to Labor Day 1300-0100Z†. Deer on and in/ov arpt. Rwy 18-36 CLOSED indef. Rwy 09-27 unmarked. Rwy 09-27 NSTD LIRL with NSTD spacing; 2669' lgtd at night. Rwy 18 and 36 dspcd thlds marked with A-frames painted black and yellow.

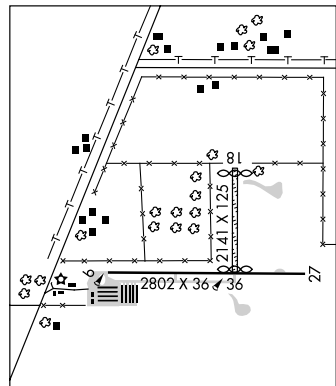
COMMUNICATIONS: CTAF/UNICOM 122.8

® CHICAGO APP/DEP CON 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 302° 21.8 NM to fld. 758/2W.



▽

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

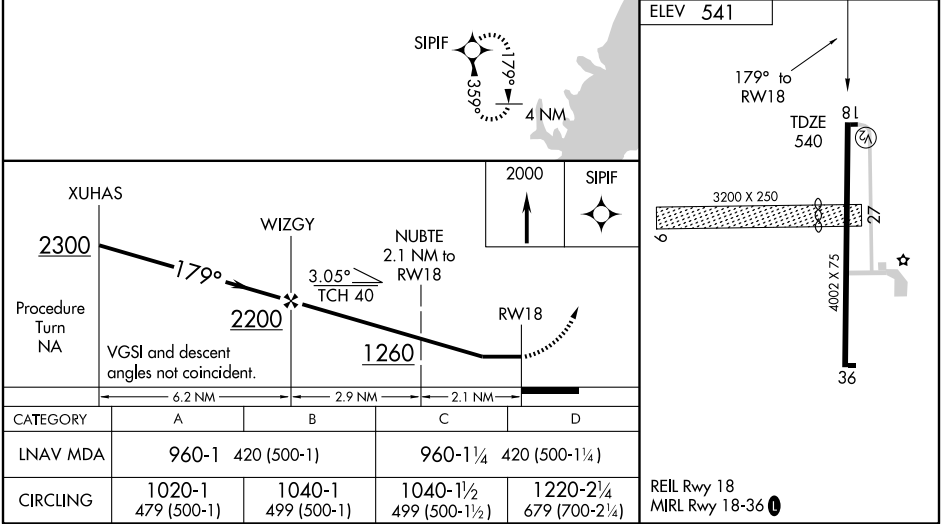
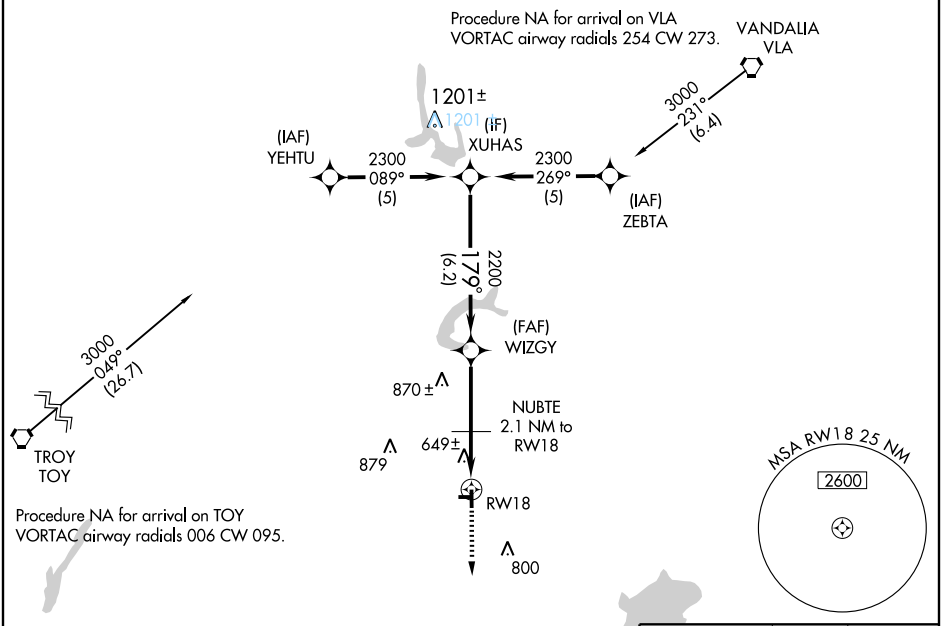
▲ NA

Use Salem-Leckrone altimeter setting; when not received,
use Centralia Muni altimeter setting

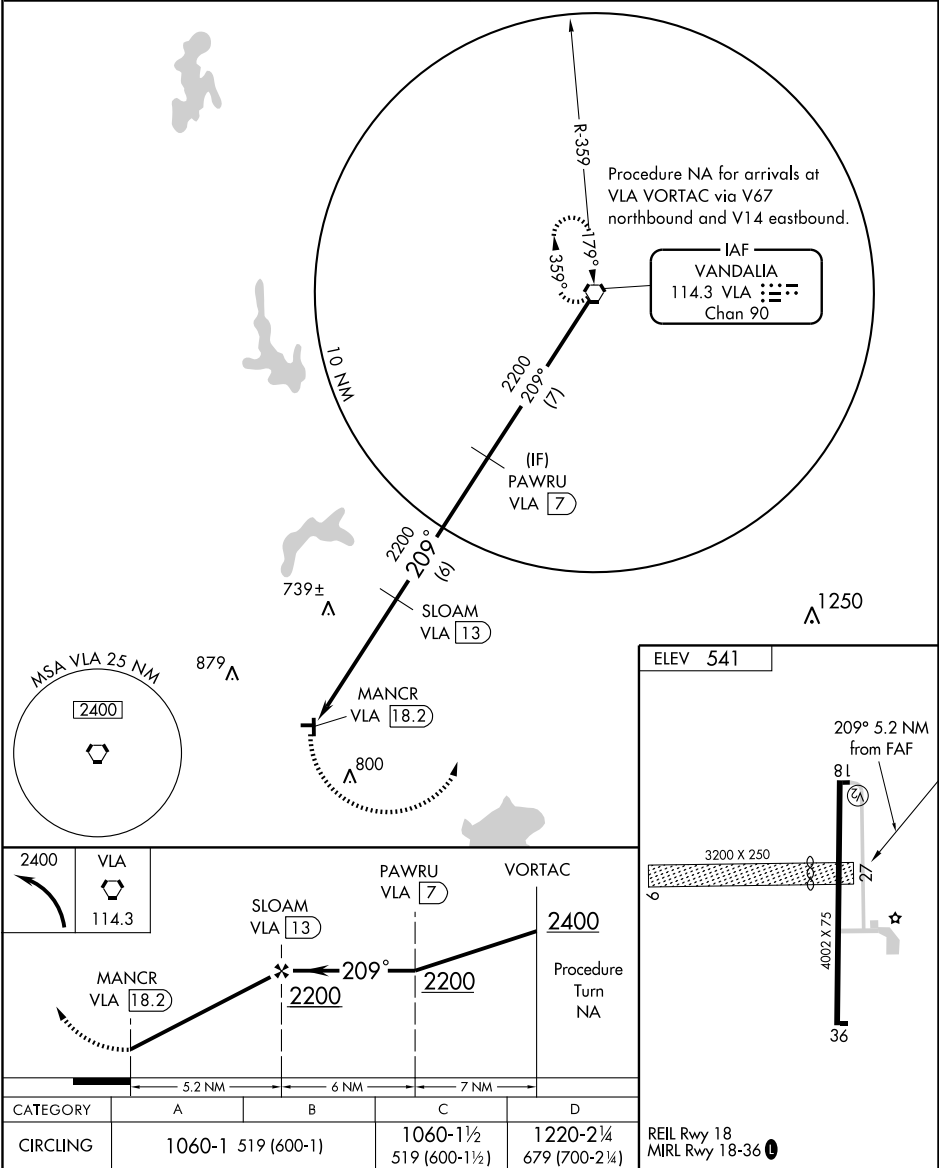
MISSED APPROACH: Climb to 2000 direct SIPIF
and hold.

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.05 (CTAF) 0



<div><div>▼</div><div>▲ NA</div></div> <div>Use Salem-Leckrone altimeter setting. When not received, use Centralia altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 2400 direct VLA VORTAC and hold.
KANSAS CITY CENTER 127.7 317.7	UNICOM 123.05 (CTAF) 0



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

GREENVILLE (GRE) 3 S UTC-6(-5DT) N38°50.17' W89°22.70'

ST LOUIS

541 B S2 FUEL 100LL, JET A TPA-1341(800) NOTAM FILE STL

L-27C

RWY 18-36: H4002X75 (ASPH) S-7.5 MIRL

IAP

RWY 18: REIL. PVASI(PSIL)-GA 3.0° TCH 25'.

RWY 09-27: 3200X250 (TURF)

Rwy 09: Tree RWY 27: Thld dspcd 600'. Tree.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z†, Apr-Sep 1230-0000Z†. Parachute Jumping. Intensive powered parachute ops during early morning and late afternoon/evening. Runway 09-27 600' E CLOSED indef. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE-CTAF. Rwy 27 dspcd thlds marked with 5' vee board painted yellow. Rwy 18 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

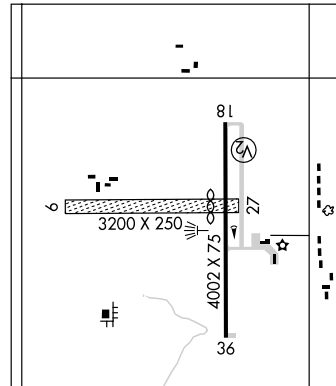
VANDALIA RCO 122.1R 114.3T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 209° 18.5 NM to fld. 604/4E.

COMM/NAV/WEATHER REMARKS: Automated UNICOM. 618-664-1939.**GREENWOOD/WONDER LAKE****GALT FLD** (10C) 1N UTC-6(-5DT) N42°24.17' W88°22.51'

CHICAGO

875 B S4 FUEL 100LL OX 3, 4 TPA-1675(800) NOTAM FILE IKK

COPTER

RWY 09-27: H2802X36 (ASPH) LIRL (NSTD) 0.9% up W

L-28H, A

RWY 09: Tree. RWY 27: Tree.

IAP

RWY 18-36: 2141X125 (TURF) 0.6% up N

RWY 18: Thld dspcd 200'. Tree.

RWY 36: Thld dspcd 270'. Pole.

AIRPORT REMARKS: Attended May-Sep 1300-0200Z†, Oct-Apr 1300-2300Z†, Memorial Day to Labor Day 1300-0100Z†. Deer on and in/ov arpt. Rwy 18-36 CLOSED indef. Rwy 09-27 unmarked. Rwy 09-27 NSTD LIRL with NSTD spacing; 2669' lgtd at night. Rwy 18 and 36 dspcd thlds marked with A-frames painted black and yellow.

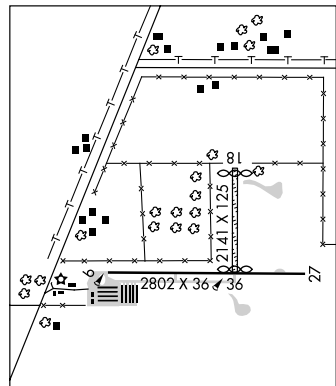
COMMUNICATIONS: CTAF/UNICOM 122.8

® CHICAGO APP/DEP CON 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 302° 21.8 NM to fld. 758/2W.

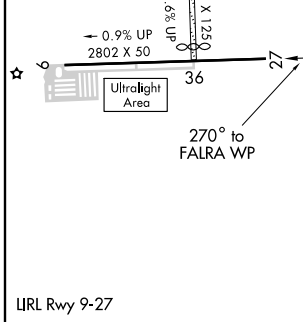
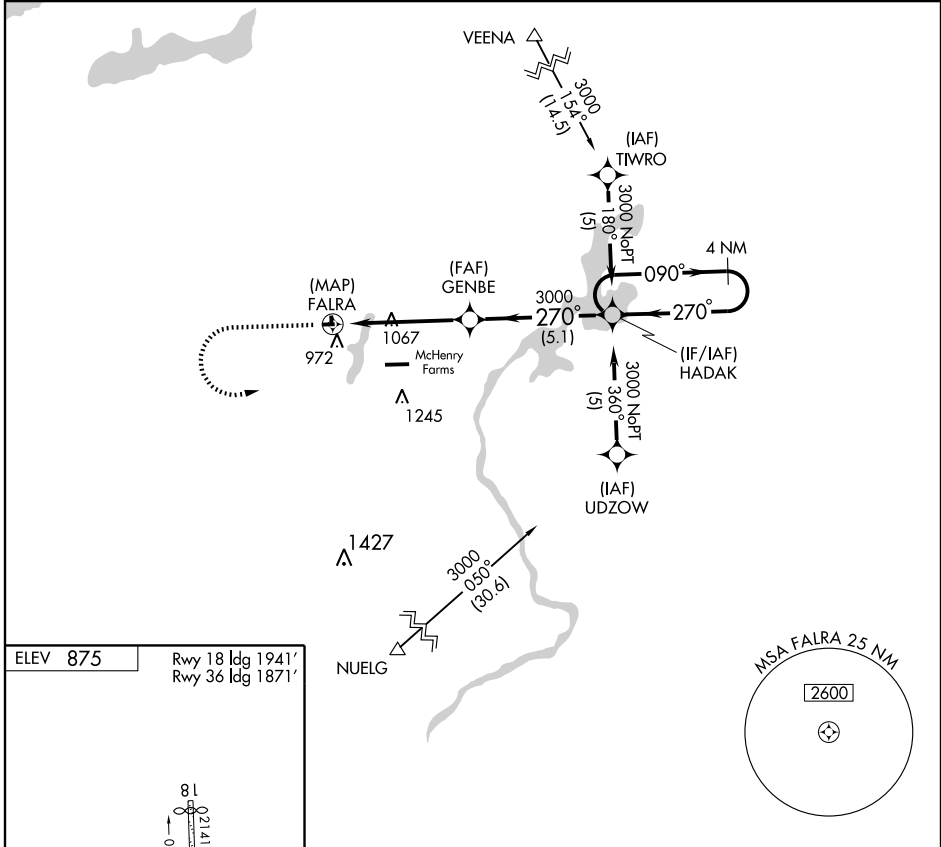


APP CRS 270°	Rwy ldg TDZE Apt Elev	N/A N/A 875
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AL-6106 (FAA)

RNAV (GPS)-B
GREENWOOD/ GALT FIELD (10C)

▲ NA Use Waukegan Rgnl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HADAK WP and hold.
CHICAGO APP CON 120.55 315.6	UNICOM 122.8 (CTAF)



<div><div><div>2000</div><div>↑</div></div><div><div>3000</div><div>↷</div></div><div><div>HADAK</div><div>✦</div></div></div>					<div><div>GENBE</div><div>HADAK</div><div>4 NM Holding Pattern</div></div>				
<div><div><div>FALRA</div><div>↶</div></div><div><div>✕</div><div>3000</div><div>270°</div><div>090°</div><div>270°</div><div>3000</div></div><div><div>4.9 NM</div><div>5.1 NM</div></div></div>									
CATEGORY	A		B	C	D				
CIRCLING	1480-1		605 (700-1)	1480-1 ³ / ₄ 605 (700-1 ³ / ₄)	NA				

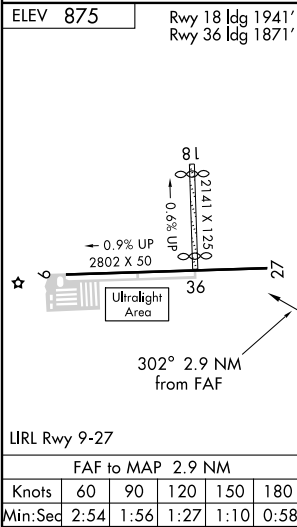
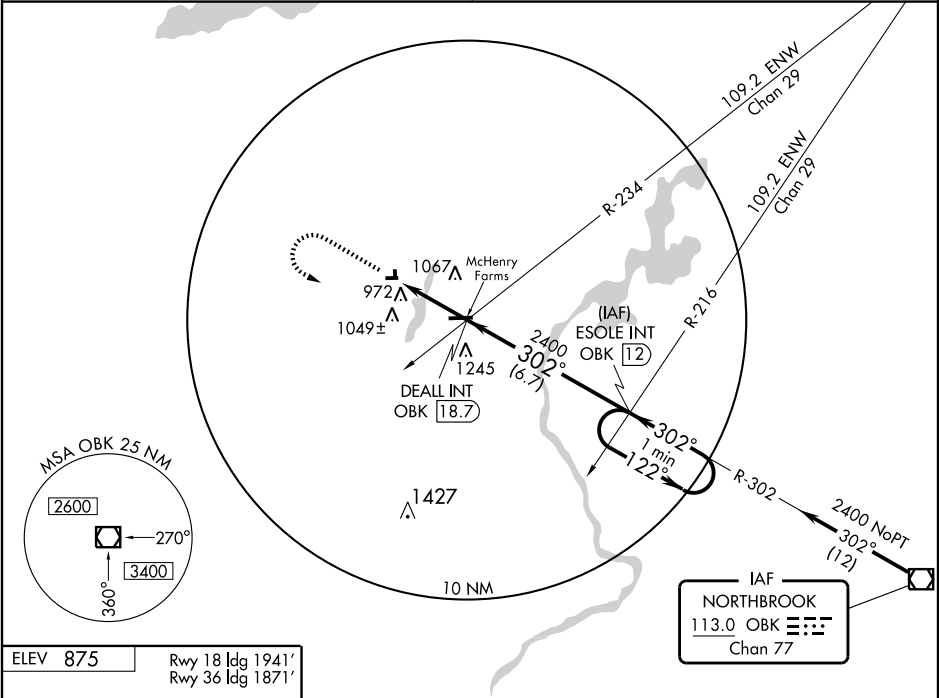
VOR/DME OBK	APP CRS	Rwy ldg	N/A
113.0	302°	TDZE	N/A
Chan 77		Apt Elev	875

AL-6106 (FAA)

VOR-A

GREENWOOD/GALT FIELD (10C)

▲ NA Use Waukegan Rgnl altimeter setting.	MISSED APPROACH: Climb to 2400, then left turn via OBK R-302 to ESOLE INT/12 DME and hold.
CHICAGO APP CON 120.55 315.6	UNICOM 122.8 (CTAF)



<div>2400</div> <div>↑</div>		<div>OBK R-302</div> <div>113.0</div>	<div>ESOLE INT</div>		<div>One Minute</div> <div>Holding Pattern</div>	
<div>OBK</div> <div>21.6</div>		<div>DEALL INT</div> <div>OBK</div> <div>18.7</div>		<div>ESOLE INT</div> <div>OBK</div> <div>12</div>	<div>2400</div>	
<div>2.9 NM</div>		<div>6.7 NM</div>				
CATEGORY	A		B	C	D	
CIRCLING	1440-1 565 (600-1)		1440-1¼ 565 (600-1¼)	1440-1½ 565 (600-1½)	NA	

HARRISBURG**HARRISBURG—RALEIGH** (HSB) 4 N UTC-6(-5DT) N37°48.68' W88°33.02'

398 B S2 FUEL 100LL, JET A TPA-1198(800) NOTAM FILE HSB

RWY 06-24: H5013X75 (ASPH) S-12 MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Tree.

RWY 14-32: H2764X75 (ASPH) S-26 MIRL

RWY 14: Pole. RWY 32: Pole.

AIRPORT REMARKS: Attended 1400-2300Z†. For fuel after hrs call arpt manager at 618-926-0640 (cell) or 618-937-3674. Ultralight activity on and in/ov arpt. MIRL Rwy 06-24 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 14-32, REIL Rwy 06 and Rwy 24, and PAPI Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.925 (618) 253-3010.**COMMUNICATIONS:** CTAF/UNICOM 122.8

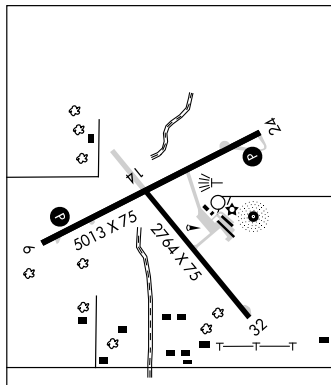
® KANSAS CITY CENTER APP/DEP CON 125.3

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 257° 38.1 NM to fld. 384/3E. HIWAS.

NDB (MHW) 230 HSB N37°48.70' W88°32.72' at fld. NOTAM FILE HSB.

**HARTENBOWER HECTARES** (See LOSTANT)**HARVARD****DACY** (ØCØ) 1 SW UTC-6(-5DT) N42°24.15' W88°37.94'

913 S4 FUEL 100LL TPA-1513(600) NOTAM FILE IKK

RWY 09-27: 3589X105 (TURF)

RWY 09: Thld dsplcd 300'. Tree. RWY 27: Tree.

RWY 14-32: 2633X100 (TURF)

RWY 14: Thld dsplcd 681'. Tree.

RWY 18-36: 2577X120 (TURF) LIRL (NSTD)

RWY 18: Thld dsplcd 305'. Road.

AIRPORT REMARKS: Attended 1400-0400Z†. Rwy 18-36 NSTD LIRL; NSTD spacing and non-frangible. Rwy 18-36 2,272' lighted. Rwy 09 dsplcd thld marked with white tires. Rwy 14 dsplcd thld marked with white tires. Rwy 18 dsplcd thld marked with white tires and orange and white barrels.

COMMUNICATIONS: CTAF 122.9**HAVANA RGNL** (9IØ) 5 SE UTC-6(-5DT) N40°13.27' W90°01.37'

499 B TPA-1499(1000) NOTAM FILE IKK

RWY 09-27: 2235X100 (TURF) LIRL

AIRPORT REMARKS: Attended irregularly. 9' crops E of Rwy 27 thld—seasonal.**COMMUNICATIONS:** CTAF 122.9**HIGHLAND—WINET** (HØ7) 3 NE UTC-6(-5DT) N38°46.76' W89°38.43'

537 TPA-1337(800) NOTAM FILE STL

RWY 18-36: 2692X200 (TURF)

RWY 36: Thld dsplcd 354'. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Extensive glider ops along W side of rwy; gliders fly opposite pattern to powered acft.

Rwy 36 dsplcd thld marked with white tires; also both sides of rwy marked with white tires. To assure firm turf; do not taxi S of above ground fuel tank.

COMMUNICATIONS: CTAF 122.9

ST LOUIS

H-5E, L-161

IAP

CHICAGO

CHICAGO

ST LOUIS

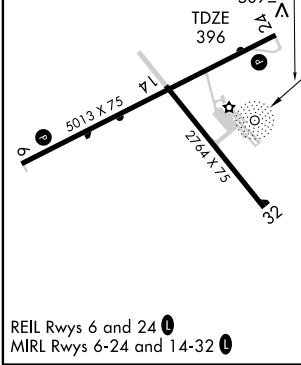
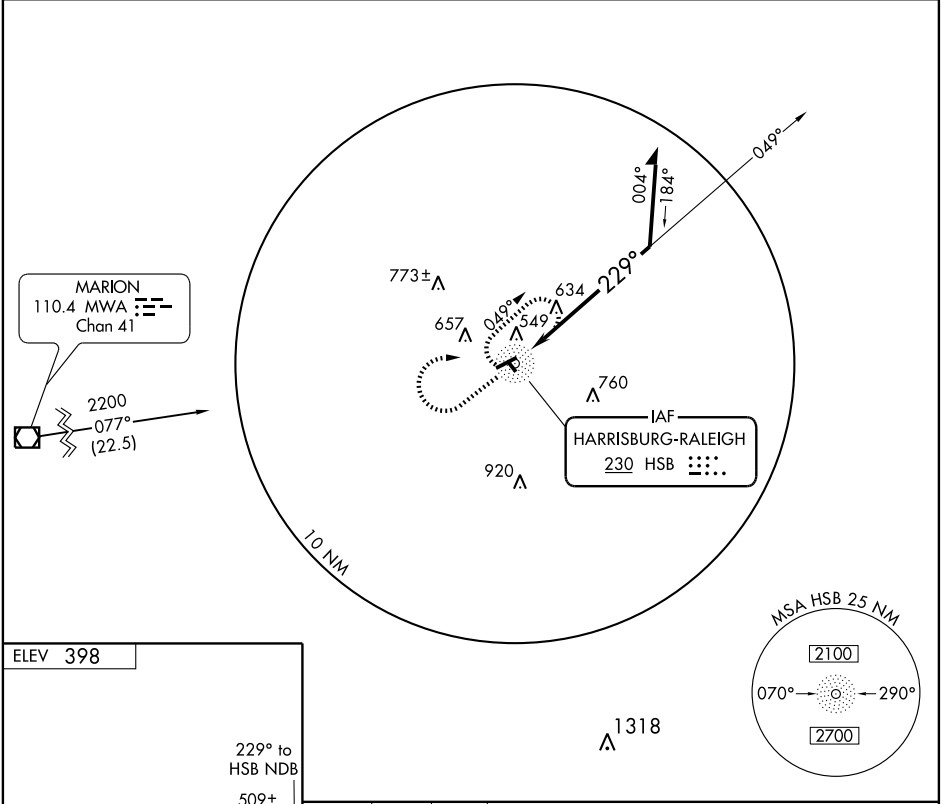
NDB HSB	APP CRS	Rwy Idg	5013
230	229°	TDZE	396
		Apt Elev	398

NDB RWY 24
HARRISBURG-RALEIGH (HSB)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all MDA 80 feet; increase S-24 Cat C and D visibility and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then right turn direct to HSB NDB and hold.

AWOS-3 135.925	KANSAS CITY CENTER 125.3 269.5	UNICOM 122.8 (CTAF) 0
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2200				
HSB				
NDB				
Remain within 10 NM				
049°				
2200				
229°				
CATEGORY	A	B	C	D
S-24	1040-1	644 (700-1)	1040-1¾ 644 (700-1¾)	1040-2 644 (700-2)
CIRCLING	1040-1	642 (700-1)	1040-1¾ 642 (700-1¾)	1040-2 642 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 63119 W06A	APP CRS 063°	Rwy Idg TDZE Apt Elev	5013 394 398
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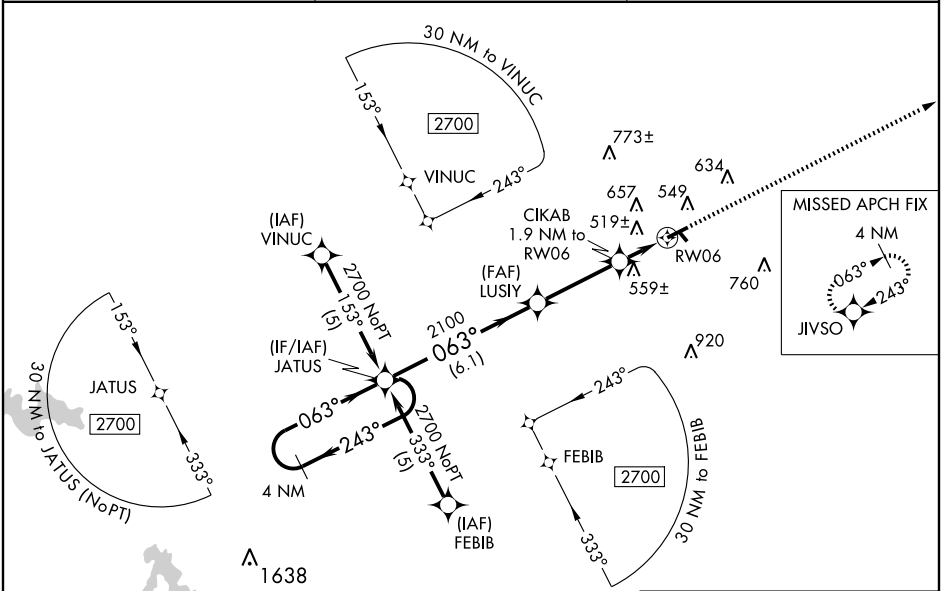
RNAV (GPS) RWY 6

HARRISBURG-RALEIGH (HSB)

⚠ Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA with Williamson County Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct JIVSO and hold.

AWOS-3 135.925	KANSAS CITY CENTER 125.3 269.5	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern JATUS		2000 JIVSO	
2700 ← 243° 063° →		*LNAV only	
GS 3.00° TCH 35°		*1.3 NM to RW06	
6.1 NM		0.6 NM	
CATEGORY		D	
LPV DA		682-1 288 (300-1)	
LNAV/VNAV DA		958-2 564 (600-2)	
LNAV MDA		820-1 426 (500-1) 820-1¼ 426 (500-1¼)	
CIRCLING		880-1 1020-1 1020-1¾ 1020-2 482 (500-1) 622 (700-1) 622 (700-1¾) 622 (700-2)	
		REIL Rwy 6 and 24 0 MIRL Rwy 6-24 and 14-32 0	

WAAS CH 56519 W24A	APP CRS 243°	Rwy Idg TDZE Apt Elev	5013 396 398
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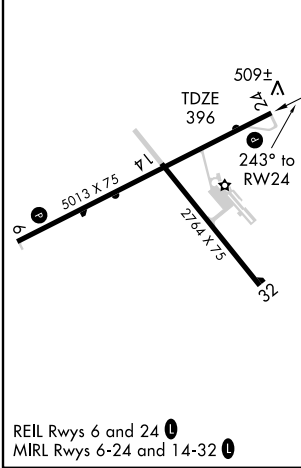
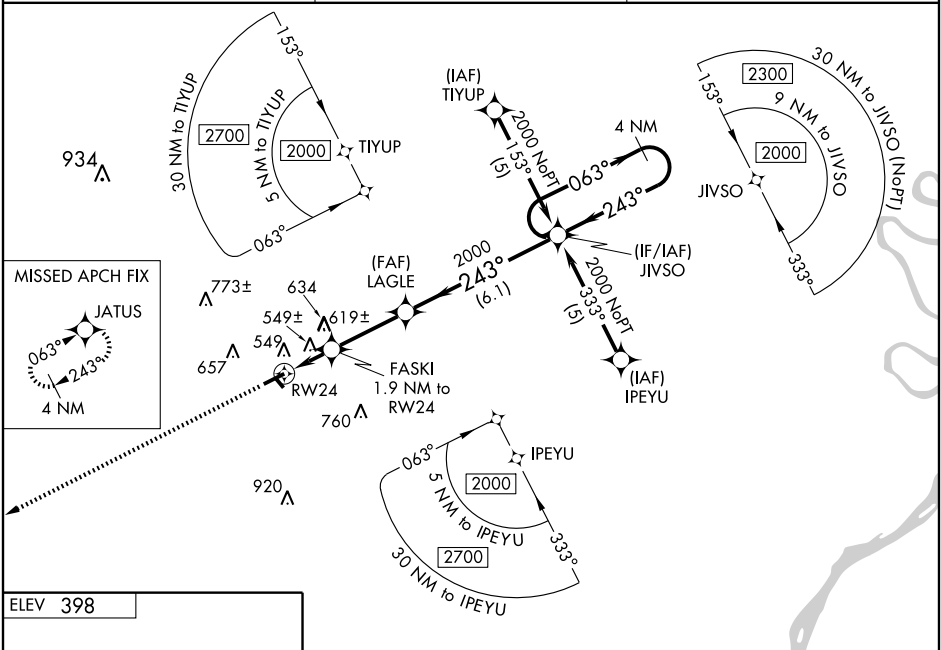
RNAV (GPS) RWY 24

HARRISBURG-RALEIGH (HSB)

⚠ Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 2700 direct JATUS and hold.

AWOS-3 135.925	KANSAS CITY CENTER 125.3 269.5	UNICOM 122.8 (CTAF) 0
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2700

↑

JATUS

✦

VGSI and descent angles not coincident.

4 NM

Holding Pattern

LAGLE

2000

JIVSO

2000

2000

2000

243°

063°

243°

1020*

1020

1.9 NM

3 NM

6.1 NM

GS 3.00°

TCH 35

FASKI

1.9 NM to RW24

RW24

*LNAV only

CATEGORY	A	B	C	D
LPV DA	693-1 297 (300-1)			
LNAV/VNAV DA	859-1¾ 463 (500-1¾)			
LNAV MDA	880-1 484 (500-1)	880-1¼ 484 (500-1¼)	880-1½ 484 (500-1½)	
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

HILLSBORO MUNI (3K4) 2 SE UTC-6(-5DT) N39°08.67' W89°27.42'

ST LOUIS

637 TPA-1437(800) NOTAM FILE STL

RWY 18-36: 4150X200 (TURF) LIRL (NSTD)

RWY 18: P-line. RWY 36: Thld dsplcd 1050'. Tree.

AIRPORT REMARKS: Unattended. Minimum security prison ¾ mile SW of arpt, maintain TPA on left downwind and base leg of Rwy 36. Rwy 18-36 soft when wet, use center portion. Rwy 18-36 S 1050' rough. This area is not lighted and is marked by dsplcd thld, which consists of white rock and 3 red thld lights on each side of rwy. N end of rwy also marked with white rock and three red thld lights on both sides of rwy. For NSTD LIRL Rwy 18-36 call 217-532-2173. Rwy 18-36 NSTD LIRL due to spacing. Rwy 18 obstruction marked with orange balls. NOTE:

See Special Notices—Model Rocket Activity.

COMMUNICATIONS: CTAF 122.9**HINCKLEY** (ØC2) 3 W UTC-6(-5DT) N41°46.25' W88°42.21'

CHICAGO

760 TPA-1560(800) NOTAM FILE IKK

RWY 09-27: 2640X100 (TURF)

AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Extensive parachute jumping and glider ops conducted surface-17,500'. Rwy 09-27 not plowed; use at own risk. Arpt may be unusable under very wet conditions.

COMMUNICATIONS: CTAF 122.9**HOMER** N40°01.59' W87°57.19' NOTAM FILE STL.

CHICAGO

NDB (MHW) 281 HMJ 302° 13.4 NM to Frasca fld. VFR only. OTS indef.

HUSKK N39°46.39' W89°45.59' NOTAM FILE SPI.

ST. LOUIS

NDB (MHW/LOM) 382 SP 043° 5.7 NM to Abraham Lincoln Capital.

L-27C

ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (See PERU)**INGERSOLL** (See CANTON)**JACKSONVILLE MUNI** (IJX) 3 N UTC-6(-5DT) N39°46.48' W90°14.30'

ST LOUIS

624 B S4 FUEL 100LL, JET A TPA-1424(800) NOTAM FILE IJX

H-5D, L-27B

RWY 13-31: H5000X75 (ASPH) S-22, D-28 MIRL

IAP

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 36'. Pole.

RWY 31: REIL. Trees.

RWY 04-22: H4001X75 (ASPH) MIRL

RWY 04: Trees. RWY 22: Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. CAUTION: Deer on and in vof arpt. ACTIVATE MIRL Rwy 13-31 and Rwy 04-22 and REIL Rwy 13 and Rwy 31 and twy lgts—CTAF. Southeast twy lgts OTS indef.

WEATHER DATA SOURCES: AWOS-3 108.6 IJX (217) 243-6379.**COMMUNICATIONS:** CTAF/UNICOM 122.8

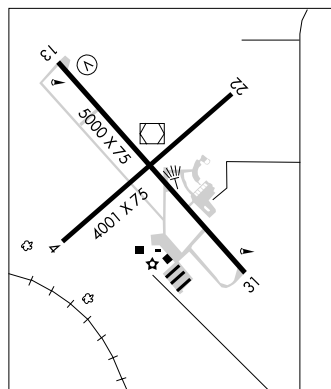
® SPRINGFIELD APP/DEP CON 118.45 118.6 (1200-0400Z±)
CLNC DEL 118.45

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE IJX.

(T) VORW/DME 108.6 IJX Chan 23 N39°46.59'

W90°14.32' at fld. 615/2E. AWOS-3.

**JOLIET** N41°32.78' W88°19.10' NOTAM FILE IKK.

CHICAGO

(H) VORTAC 112.3 JOT Chan 70 103°6.7 NM to Joliet Rgnl. 592/2E.

H-5E, L-28H, A

DME unusable byd 35 NM blo 2800'.

RCO 122.1R 112.3T (KANKAKEE RADIO)

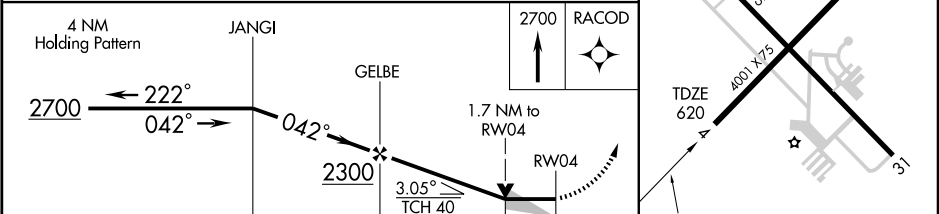
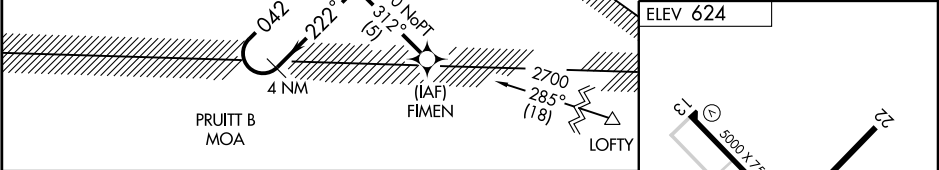
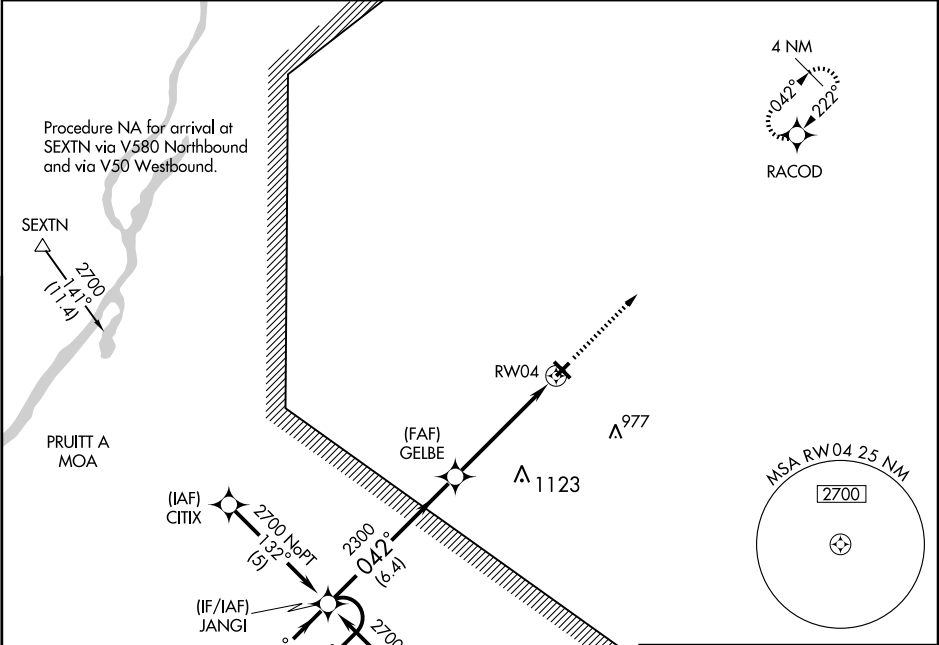
RCO 122.5 (KANKAKEE RADIO)

RNAV (GPS) RWY 4
JACKSONVILLE MUNI (IJX)

APP CRS	Rwy Idg	4001
042°	TDZE	620
	Apt Elev	624

A	VDP NA with Springfield, IL altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climb to 2700 direct RACOD and hold.
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AWOS-3 108.6	SPRINGFIELD APP CON ★ 118.45 118.6 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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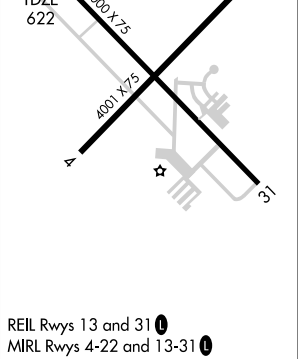
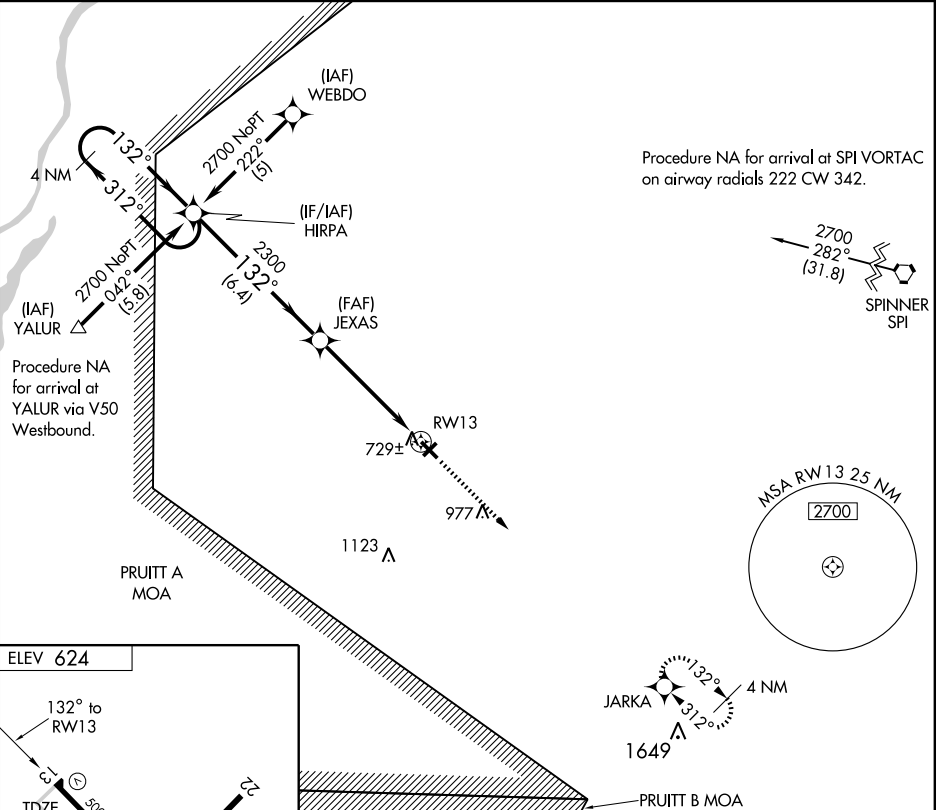


CATEGORY	A	B	C	D
LNNAV MDA	1220-1 600 (600-1)	1220-1½ 600 (600-1½)	1220-1¾ 600 (600-1¾)	1220-2 600 (600-2)
CIRCLING	1220-1 596 (600-1)	1220-1½ 596 (600-1½)	1220-1¾ 596 (600-1¾)	1220-2 596 (600-2)

A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.
VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH: Climb to 2700 direct JARKA and hold.

AWOS-3 108.6	SPRINGFIELD APP CON ★ 118.45 118.6 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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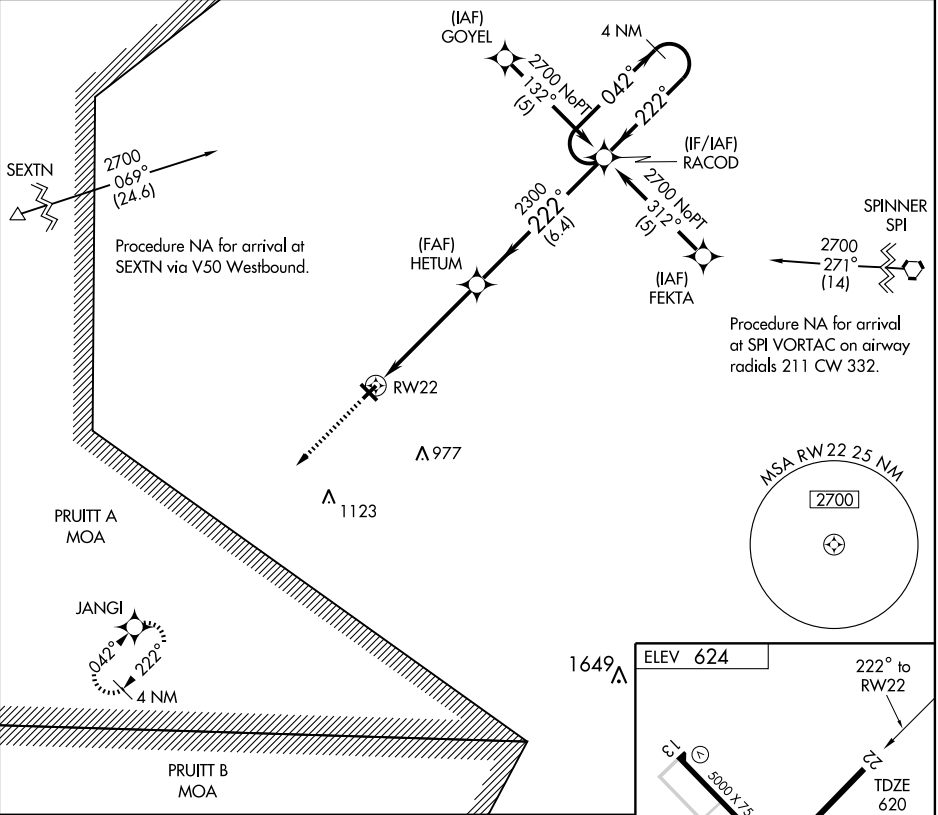
4 NM Holding Pattern				HIRPA	JEXAS	2700	JARKA
2700				312°	132°	132°	1 NM to RW13
4 NM				2300	3.04°	TCH 36	1 NM
6.4 NM				4.1 NM			
CATEGORY	A	B	C	D			
LNAV MDA	980-1 358 (400-1)				980-1¼ 358 (400-1¼)		
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)			

APP CRS	Rwy Idg	4001
222°	TDZE	620
	Apt Elev	624

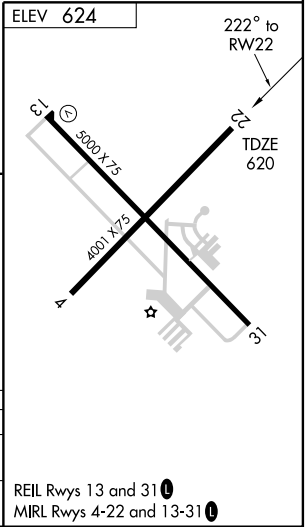
RNAV (GPS) RWY 22
JACKSONVILLE MUNI (IJX)

A	DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet. VDP NA with Springfield, IL altimeter setting.	MISSED APPROACH: Climb to 2700 direct JANGI and hold.
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AWOS-3 108.6	SPRINGFIELD APP CON ★ 118.45 118.6 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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2700	JANGI	HETUM	RACOD	4 NM Holding Pattern
1.1 NM to RW22	1.1 NM	3.05° TCH 40	4 NM	6.4 NM
2700	2300	2700	2700	2700
042°	222°	042°	222°	222°
CATEGORY	A	B	C	D
LNVA MDA	1020-1	400 (400-1)	1020-1 1/4	400 (400-1 1/4)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1 1/2 456 (500-1 1/2)	1180-2 556 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

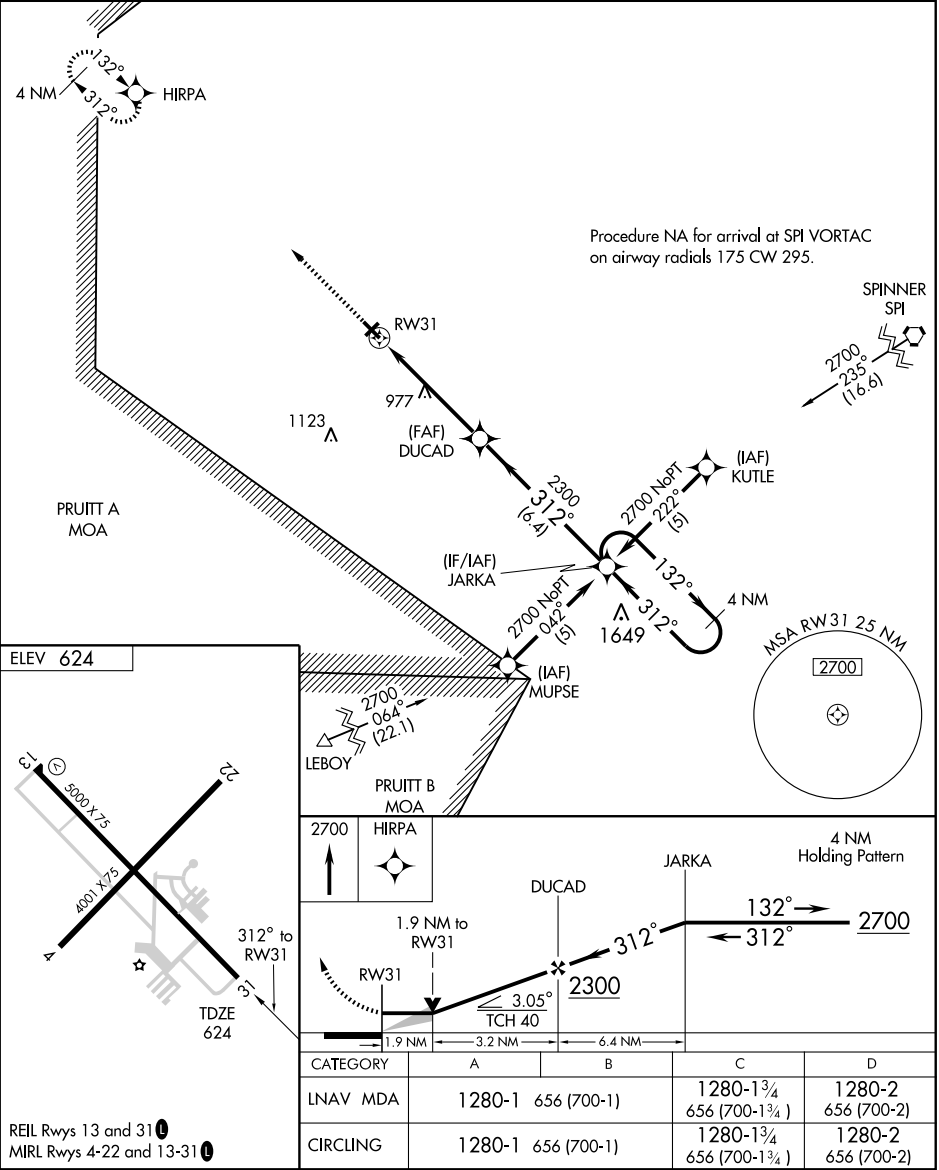
EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31
JACKSONVILLE MUNI (IJX)

APP CRS	Rwy Idg	5000
312°	TDZE	624
	Apt Elev	624

<p>A VDP NA when using Springfield, IL altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.</p>	<p>MISSED APPROACH: Climb to 2700 direct HIRPA and hold.</p>
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AWOS-3 108.6	SPRINGFIELD APP CON ★ 118.45 118.6 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AL-5686 (FAA)

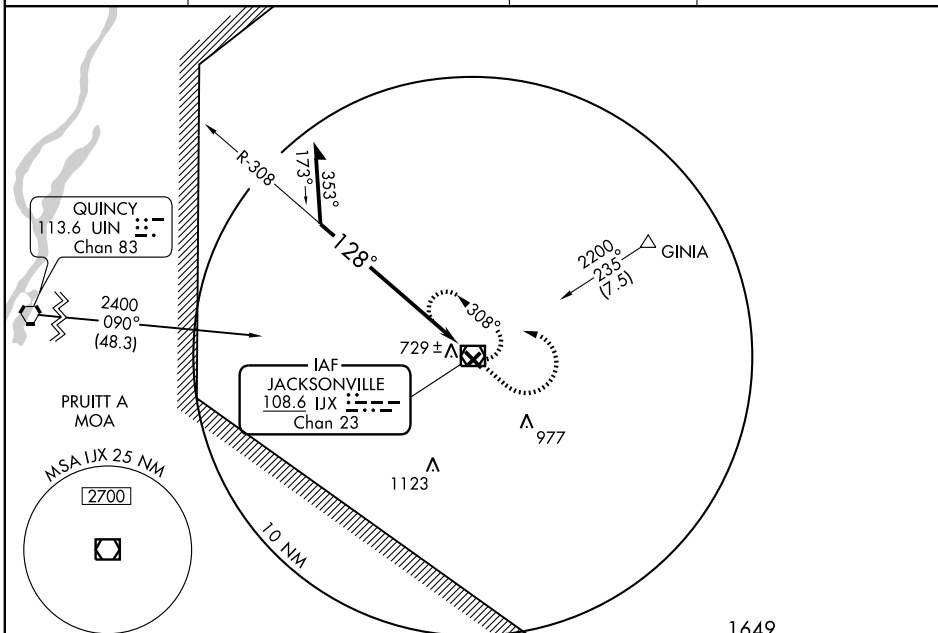
VOR/DME IJX 108.6 Chan 23	APP CRS 128°	Rwy Idg 5000 TDZE 622 Apt Elev 624
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VOR RWY 13
JACKSONVILLE MUNI (JX)

A If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.
VDP NA with Springfield, IL altimeter setting.

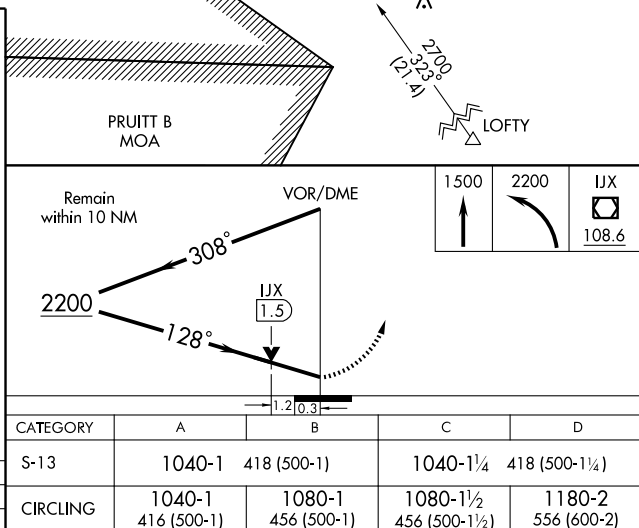
MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct IJX VOR/DME and hold.

AWOS-3 108.6	SPRINGFIELD APP CON ★ 118.45 118.6 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

Diagram illustrating the intersection of Runway 13 and Runway 31. Runway 13 is labeled "13" and Runway 31 is labeled "31". The intersection is marked with a square and a star. The heading "128° to VOR/DME" is indicated. The diagram also shows the "TDZE 622" and the dimensions "5000 X 75" and "4001 X 75".



JACKSONVILLE, ILLINOIS
Amdt 1 07186

39°46'N - 90°14'W

JACKSONVILLE MUNI (IJX)
VOR RWY 13

JOLIET RGNL (JOT) 4 W UTC-6(-5DT) N41°31.06' W88°10.54'

582 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE JOT

RWY 13-31: H2937X100 (ASPH) S-8 MIRL

RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 37'. Thld dsplcd 220'.
Canopy.

RWY 31: Thld dsplcd 80'. Tree.

RWY 04-22: 2746X150 (TURF)

RWY 04: Pole.

RWY 22: Tree.

AIRPORT REMARKS: Attended Apr-Oct 1300Z±-0300Z±, Nov-Mar 1300-0100Z±. PAEW adjacent to AER 13 indef. MIRL Rwy 13-31 preset on low inst, ACTIVATE higher inst—CTAF. Rwy 04-22 marked with tires painted white; thld marked with white gravel.

WEATHER DATA SOURCES: AWOS-3 119.975 (815) 730-9560.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.1R 112.3T (KANKAKEE RADIO)

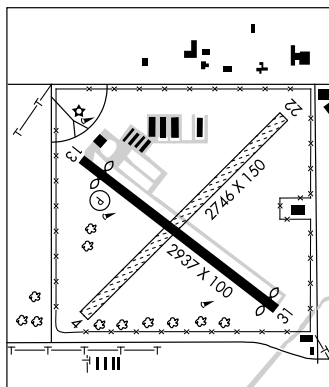
RCO 122.5 (KANKAKEE RADIO)

® CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

(H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 103° 6.7 NM to fld. 592/2E.



CHICAGO
L-28H, A
IAP

JONNY N37°50.35' W88°58.25' NOTAM FILE MWA.

NDB (LOM) 382 MW 200° 5.4 NM to Williamson Co Rgnl.

ST LOUIS

JULIP N40°17.37' W87°31.78' NOTAM FILE DNV.

NDB (LOM) 332 DN 209° 6.2 NM to Vermilion Rgnl.

KANKAKEE N41°04.47' W87°50.99' NOTAM FILE IKK.

(L) VOR/DME 111.6 IKK Chan 53 at Greater Kankakee. 625/OE. AWOS-3.

RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

CHICAGO
L-27C

KANKAKEE

GREATER KANKAKEE (IKK) 3 S UTC-6(-5DT) N41°04.28' W87°50.78'

630 B S4 FUEL 100LL, JET A TPA-1430(800) NOTAM FILE IKK

RWY 04-22: H5979X100 (ASPH-PFC) S-60, D-95 HIRL

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 49'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 16-34: H4399X75 (ASPH) S-30, D-40 MIRL

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 34: PAPI(P4L)—GA 3.0° TCH 35'. Road.

AIRPORT REMARKS: Attended Apr-Oct 1300-0300Z±, Nov-Mar 1300-0100Z±. Ultralight activity in grass area W of Rwy 04-22. For ultralight ops PPR, call 815-939-1422. Deer and waterfowl on and invof. HIRL Rwy 04-22 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 04 and MIRL Rwy 16-34 and REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 111.6 IKK (815) 939-4044.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANKAKEE RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

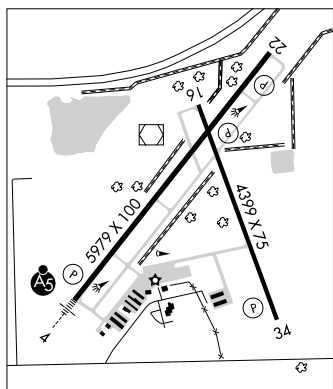
W87°47.46' 190° 12.2 NM to fld. 689/2E.

KANKAKEE (L) VOR/DME 111.6 IKK Chan 53 N41°04.47'

W87°50.99' at fld. 625/OE. AWOS-3.

LUKOW NDB (LOM) 272 IK N41°01.07' W87°54.22' 039° 4.1 NM to fld.

ILS 108.7 I-IKK Rwy 04 LOM LUKOW NDB.



CHICAGO
H-5E, L-27C
IAP

APP CRS	Rwy Idg	2717
130°	TDZE	582
	Apt Elev	582

RNAV (GPS) RWY 13

JOLIET RGNL (JOT)

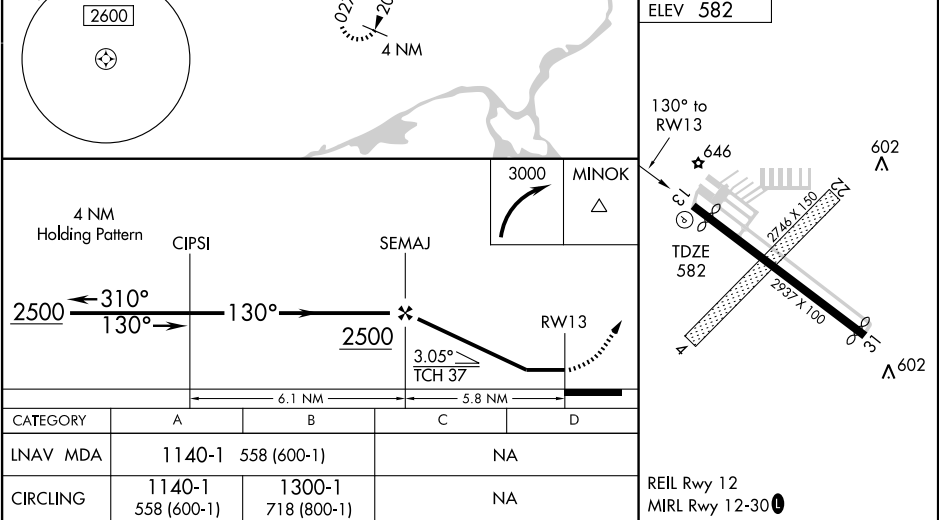
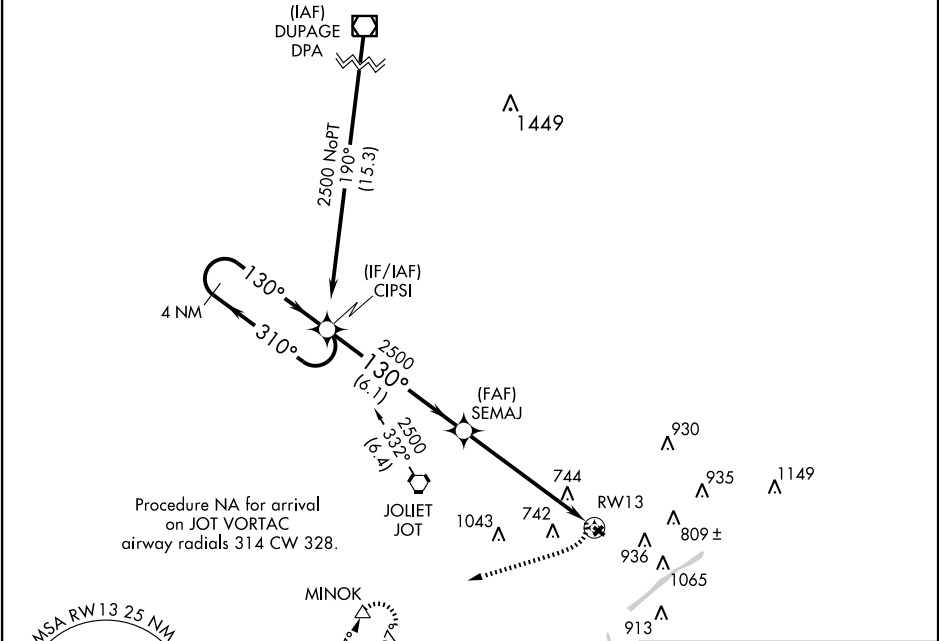
- ▼

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lewis University altimeter setting and increase all MDA 40 feet and increase Circling Cat B visibility ¼ mile.

▲

MISSED APPROACH: Climbing right turn to 3000 direct MINOK and hold.

AWOS-3 119.975	CHICAGO APP CON 119.35 388.0	UNICOM 122.7 (CTAF) 0
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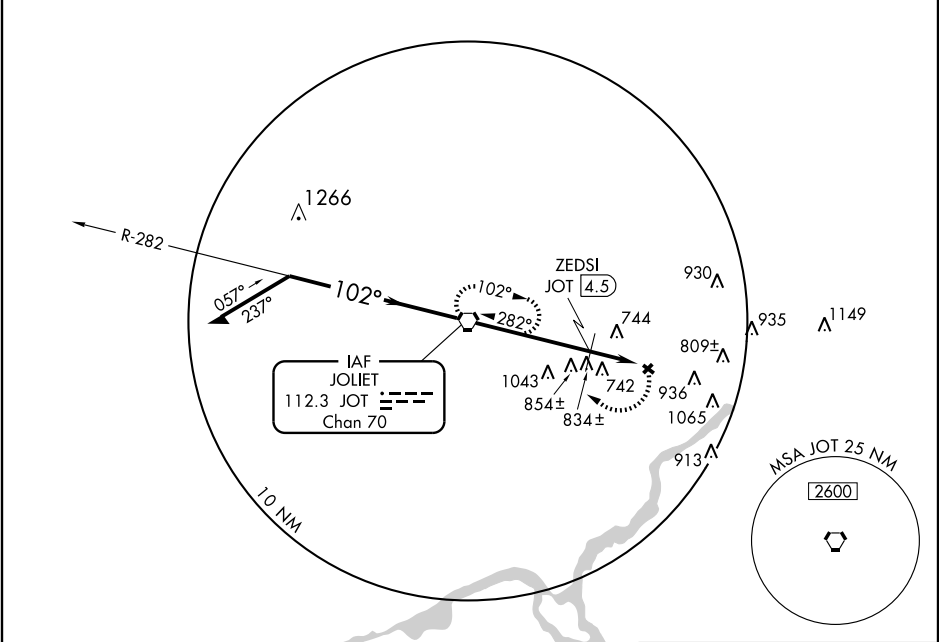
VORTAC JOT	APP CRS	Rwy Idg	2717
112.3	102°	TDZE	582
Chan 70		Apt Elev	582

VOR RWY 13
JOLIET RGNL (JOT)

⚠ When local altimeter setting not received, use Lewis University altimeter setting and increase all MDA 40 feet and increase Circling Cat B visibility ¼ mile and ZEDSI fix minimums. Circling Cat B visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climbing right turn to 2500
direct JOT VORTAC and hold.

AWOS-3 119.975	CHICAGO APP CON 119.35 388.0	UNICOM 122.7 (CTAF) 0
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Remain within 10 NM

2500

282°

VORTAC

2500

102°

*1200 when using Lewis University altimeter setting

4.5 NM

2 NM

2500

JOT

ZEDSI JOT (4.5)

JOT (6.5)

*1160

ELEV 582

102° 6.5 NM from FAF

646

2746 x 150

2837 x 100

602

602

REIL Rwy 12

MIRL Rwy 12-30 **0**

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

JOLIET RGNL (JOT) 4 W UTC-6(-5DT) N41°31.06' W88°10.54'

582 B S4 FUEL 100LL, JET A, MORGAS NOTAM FILE JOT

RWY 13-31: H2937X100 (ASPH) S-8 MIRL

RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 37'. Thld dsplcd 220'. Canopy.

RWY 31: Thld dsplcd 80'. Tree.

RWY 04-22: 2746X150 (TURF)

RWY 04: Pole.

RWY 22: Tree.

AIRPORT REMARKS: Attended Apr-Oct 1300Z±-0300Z±, Nov-Mar 1300-0100Z±. PAEW adjacent to AER 13 indef. MIRL Rwy 13-31 preset on low inst, ACTIVATE higher inst—CTAF. Rwy 04-22 marked with tires painted white; thld marked with white gravel.

WEATHER DATA SOURCES: AWOS-3 119.975 (815) 730-9560.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.1R 112.3T (KANKAKEE RADIO)

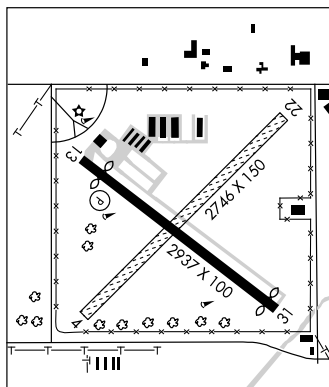
RCO 122.5 (KANKAKEE RADIO)

® CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

(H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 103° 6.7 NM to fld. 592/2E.



CHICAGO

L-28H, A

IAP

JONNY N37°50.35' W88°58.25' NOTAM FILE MWA.

NDB (LOM) 382 MW 200° 5.4 NM to Williamson Co Rgnl.

ST LOUIS

JULIP N40°17.37' W87°31.78' NOTAM FILE DNV.

NDB (LOM) 332 DN 209° 6.2 NM to Vermilion Rgnl.

KANKAKEE N41°04.47' W87°50.99' NOTAM FILE IKK.

(L) VOR/DME 111.6 IKK Chan 53 at Greater Kankakee. 625/OE. AWOS-3.

RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

CHICAGO

L-27C

KANKAKEE

GREATER KANKAKEE (IKK) 3 S UTC-6(-5DT) N41°04.28' W87°50.78'

630 B S4 FUEL 100LL, JET A TPA-1430(800) NOTAM FILE IKK

RWY 04-22: H5979X100 (ASPH-PFC) S-60, D-95 HIRL

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 49'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 16-34: H4399X75 (ASPH) S-30, D-40 MIRL

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 34: PAPI(P4L)—GA 3.0° TCH 35'. Road.

AIRPORT REMARKS: Attended Apr-Oct 1300-0300Z±, Nov-Mar 1300-0100Z±. Ultralight activity in grass area W of Rwy 04-22. For ultralight ops PPR, call 815-939-1422. Deer and waterfowl on and invof. HIRL Rwy 04-22 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 04 and MIRL Rwy 16-34 and REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 111.6 IKK (815) 939-4044.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANKAKEE RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

W87°47.46' 190° 12.2 NM to fld. 689/2E.

KANKAKEE (L) VOR/DME 111.6 IKK Chan 53 N41°04.47'

W87°50.99' at fld. 625/OE. AWOS-3.

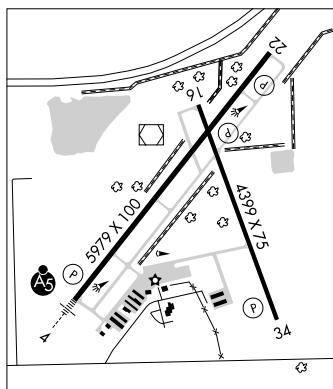
LUKOW NDB (LOM) 272 IK N41°01.07' W87°54.22' 039° 4.1 NM to fld.

ILS 108.7 I-IKK Rwy 04 LOM LUKOW NDB.

CHICAGO

H-5E, L-27C

IAP



▼

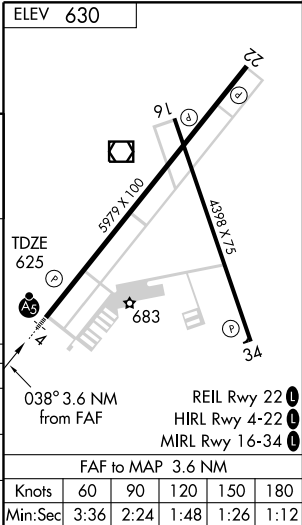
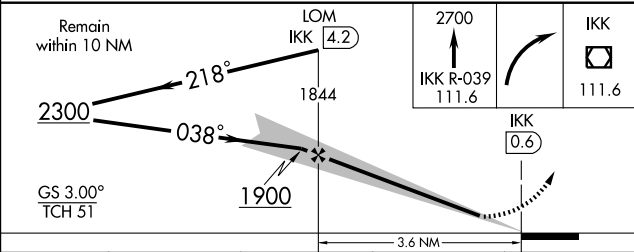
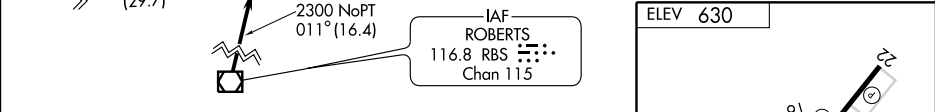
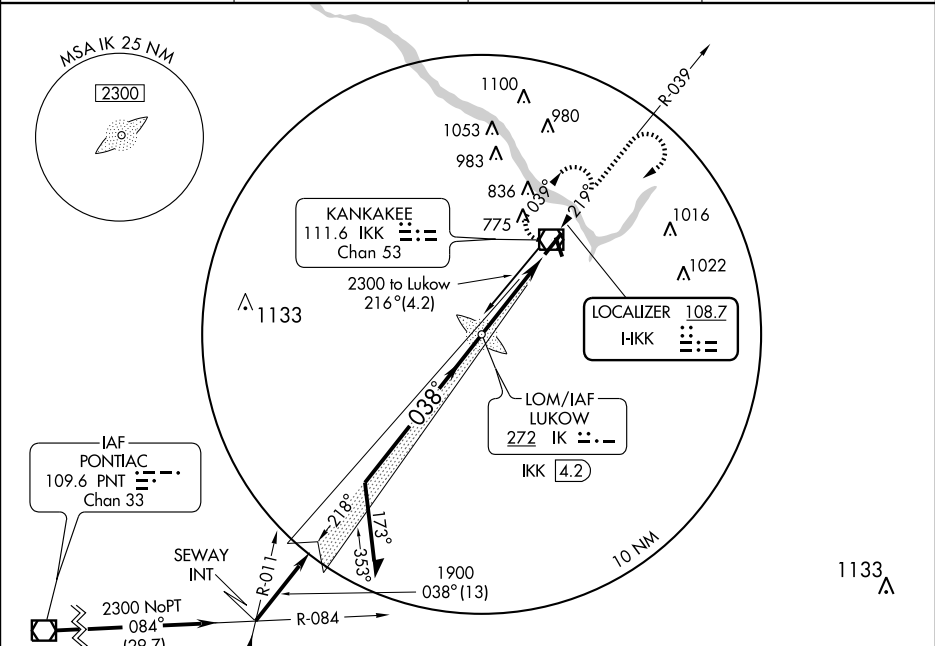
▲ NA

If local altimeter setting not received, use Pontiac altimeter setting and increase and all DAs/MDAs 100 feet.

MALSR

MISSED APPROACH: Climb to 2700 via IKK R-039 then right turn direct IKK VOR/DME and hold.

AWOS-3 111.6	CHICAGO CENTER 132.5 258.1	KANKAKEE RADIO 122.2 255.4	CTAF 123.0 0
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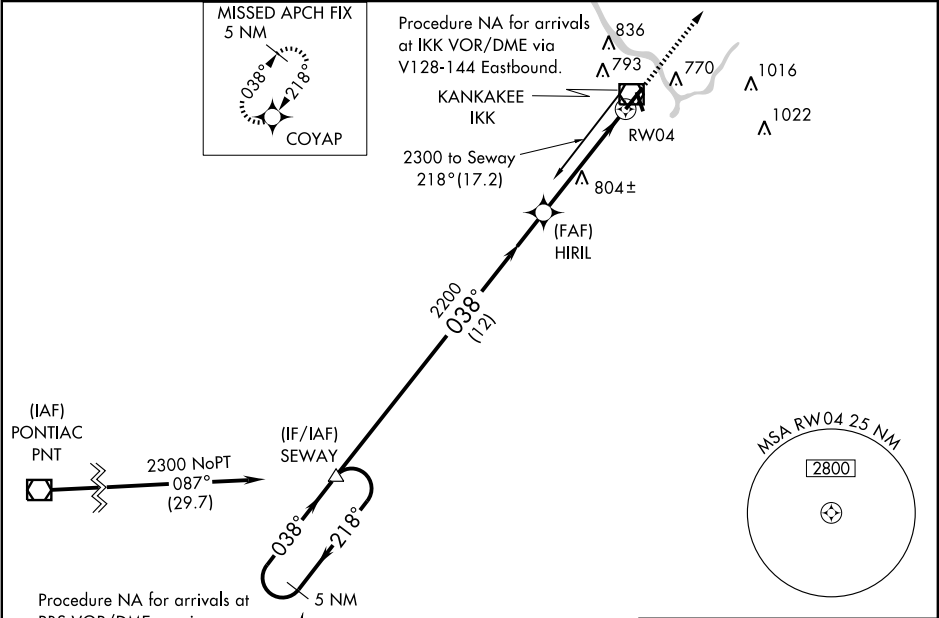
CATEGORY	A	B	C	D
S-ILS 4	825-1/2 200 (200-1/2)			
S-LOC 4	1060-1/2 435 (500-1/2)	1060-3/4 435 (500-3/4)	1060-1 435 (500-1)	
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1 1/2 470 (500-1 1/2)	1180-2 550 (600-2)

WAAS CH 42799 W04A	APP CRS 038°	Rwy Idg TDZE 625 Apt Elev 630	5979
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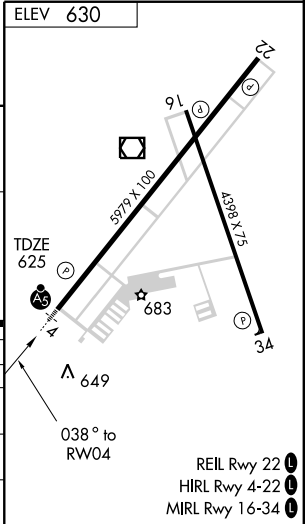
RNAV (GPS) RWY 4
KANKAKEE/ GREATER KANKAKEE (IKK)

<p>▼ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Pontiac Muni altimeter setting.</p> <p>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA.</p>	MALSR 	MISSED APPROACH: Climb to 2300 direct COYAP and hold.
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AWOS-3 111.6	CHICAGO CENTER 132.5 258.1	KANKAKEE RADIO 122.2 255.4	CTAF 123.0
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5 NM Holding Pattern SEWAY				
CATEGORY	A	B	C	D
LPV DA	875-1/2 250 (300-1/2)			
LNAV/VNAV DA	955-3/4 330 (400-3/4)			
LNAV MDA	1060-1/2	435 (500-1/2)	1060-3/4	1060-1
			435 (500-3/4)	435 (500-1)
CIRCLING	1080-1	1100-1	1100-1 1/2	1180-2
	450 (500-1)	470 (500-1)	470 (500-1 1/2)	550 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

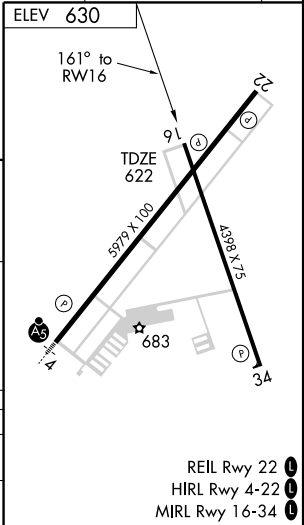
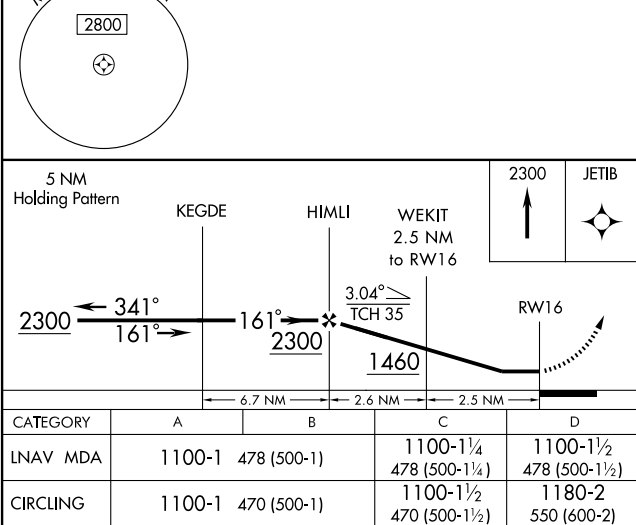
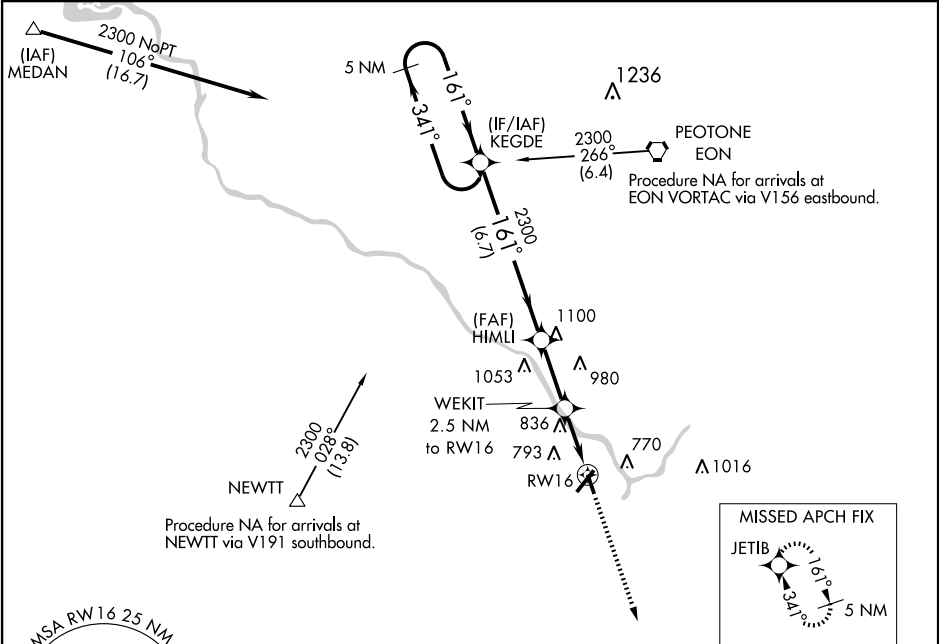
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4398
161°	TDZE	622
	Apt Elev	630

RNAV (GPS) RWY 16
KANKAKEE/ GREATER KANKAKEE (IKK)

<p>▼ ▲</p>	<p>If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2300 direct JETIB and hold</p>
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AWOS-3 111.6	CHICAGO CENTER 132.5 258.1	KANKAKEE RADIO 122.2 255.4	CTAF 123.0 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

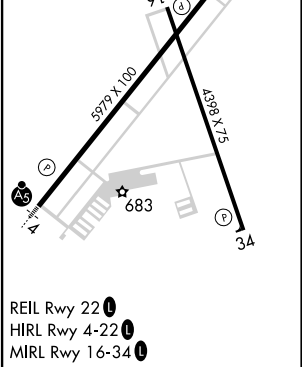
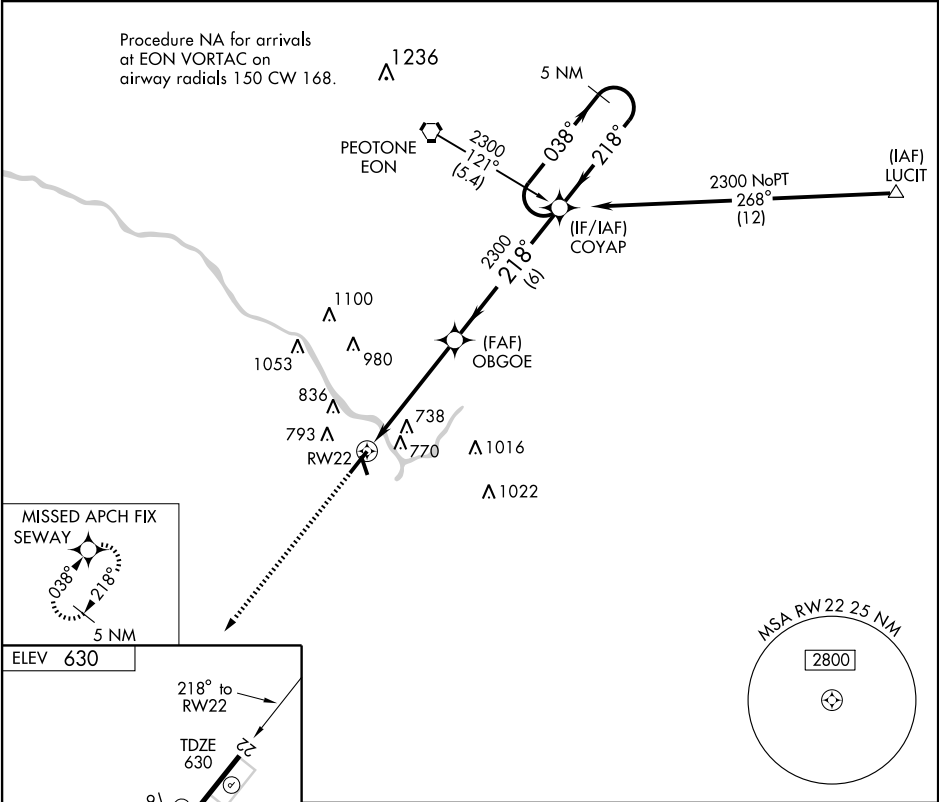
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5979
218°	TDZE	630
	Apt Elev	630

RNAV (GPS) RWY 22
KANKAKEE/ GREATER KANKAKEE (IKK)

<p>⚠ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Pontiac Muni altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2300 direct SEWAY and hold</p>
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AWOS-3 111.6	CHICAGO CENTER 132.5 258.1	KANKAKEE RADIO 122.2 255.4	CTAF 123.0
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2300

SEWAY

5 NM Holding Pattern

OBGOE

COYAP

1.2 NM to RW22

1.2

3.9 NM

6 NM

2300

218°

038°

218°

2300

3.04°

TCH 35

CATEGORY	A	B	C	D
LNAV MDA	1040-1	410 (500-1)	1040-1¼	410 (500-1¼)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

APP CRS 341°	Rwy Idg TDZE Apt Elev	4398 620 630
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RNAV (GPS) RWY 34
KANKAKEE/ GREATER KANKAKEE (TKK)

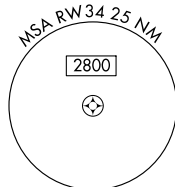
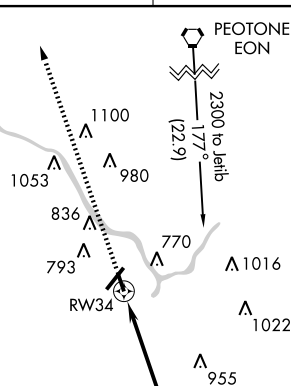
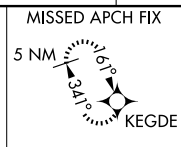
T If local altimeter setting not received, use Pontiac Muni altimeter
A setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.
VDP NA when using Pontiac Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct KEGDE and hold

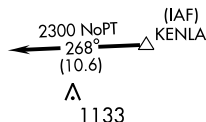
AWOS-3
111.6

CHICAGO CENTER
132-5 258-1

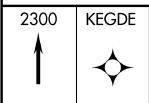
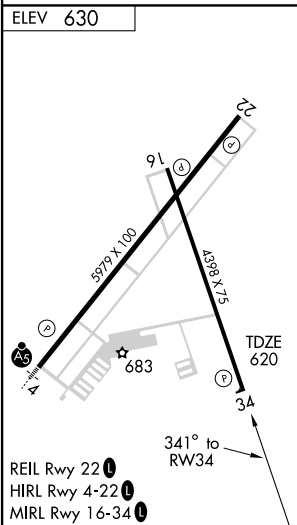
KANKAKEE RADIO
122.2 255.4

CTAF
123.0 L

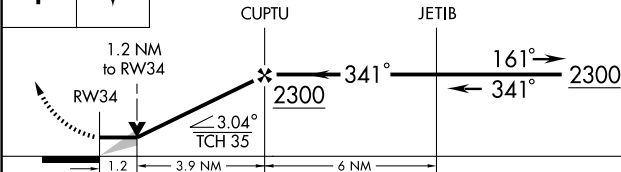
Procedure NA for arrivals at KENLA
via V128 southeast bound.



ELEV 630



5 NM
Holding Pattern



CATEGORY	A	B	C	D
INAV MDA	1040-1	420 (500-1)	1040-1¼	420 (500-1¼)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

KANKAKEE, ILLINOIS
Orig 07074

KANKAKEE/GREATER KANKAKEE (IKK)
RNAV (GPS) RWY 34

41° 04'N - 87° 51'W

VOR/DME IKK 111.6 Chan 53	APP CRS 032°	Rwy Idg 5979 TDZE 625 Apt Elev 630
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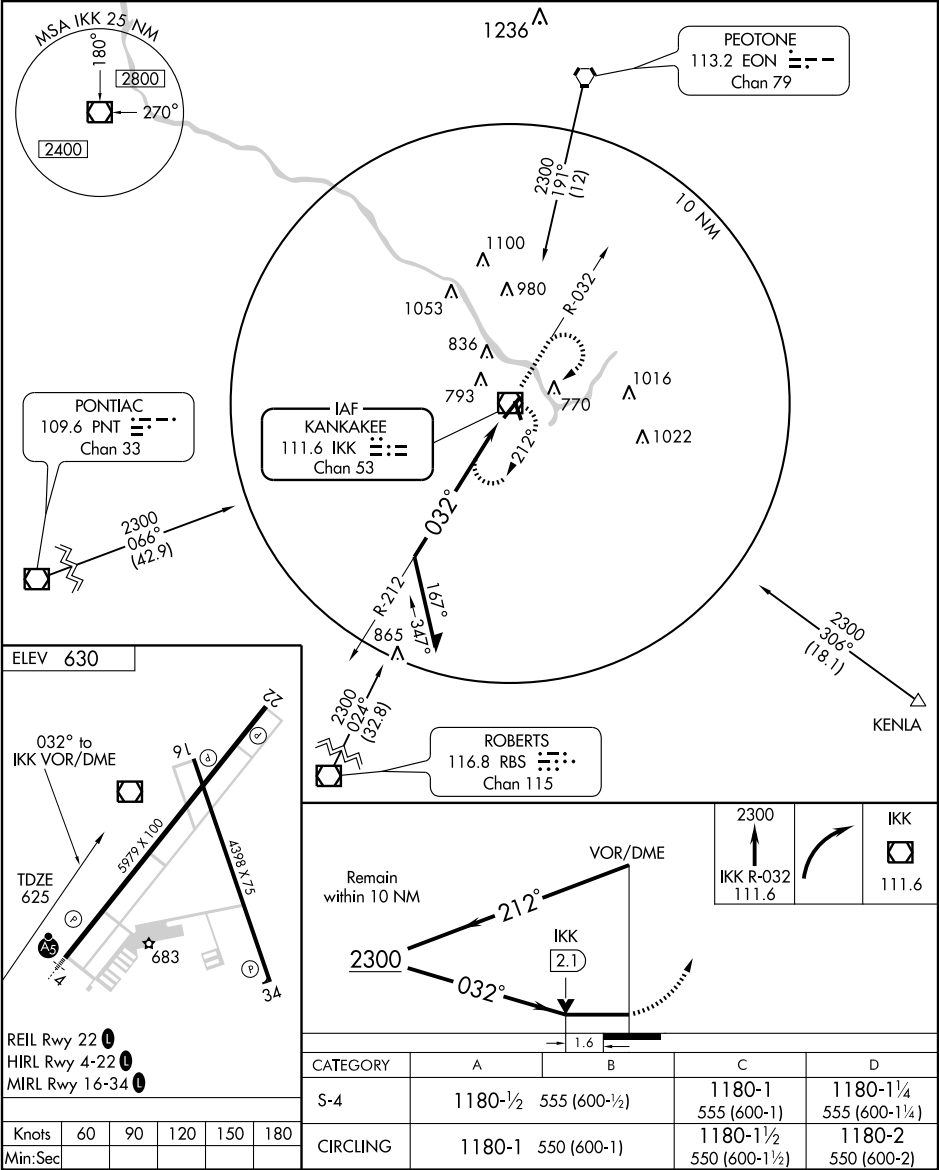
VOR RWY 4
KANKAKEE/GREATER KANKAKEE (IKK)

⚠ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet.
⚠ VDP NA when using Pontiac Muni altimeter setting.



MISSED APPROACH: Climb to 2300 via IKK R-032, then right turn direct IKK VOR/DME and hold.

AWOS-3 111.6	CHICAGO CENTER 132.5 258.1	KANKAKEE RADIO 122.2 255.4	CTAF 123.0
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

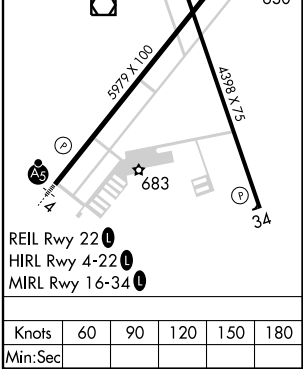
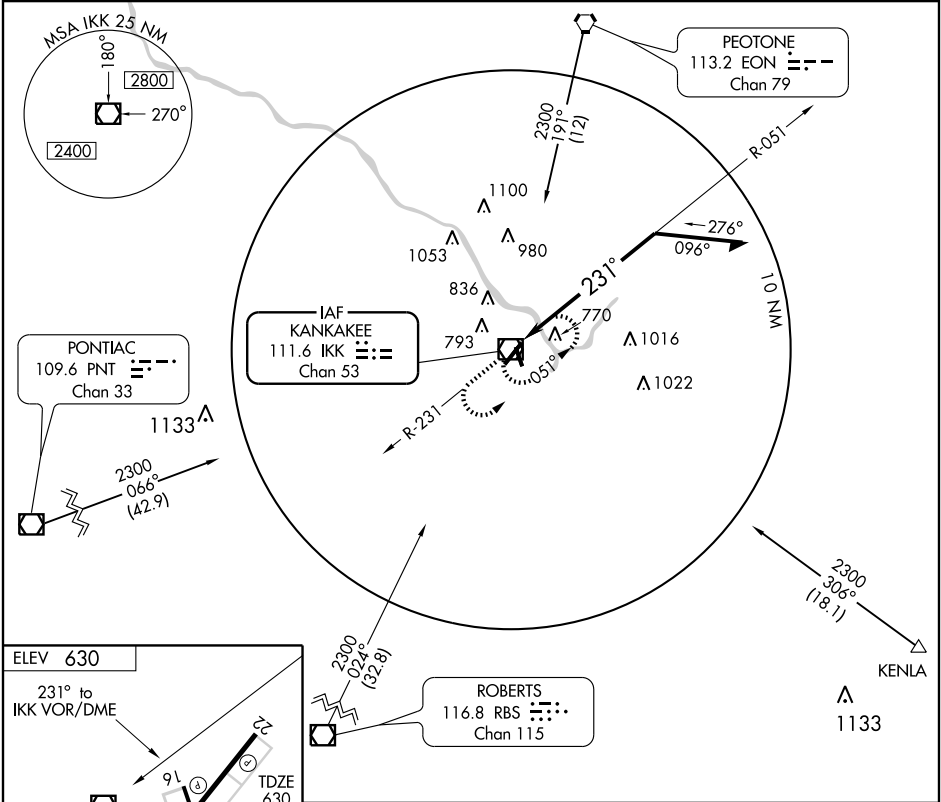
VOR/DME IKK 111.6 Chan 53	APP CRS 231°	Rwy Idg TDZE 630 Apt Elev 630	5979
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VOR RWY 22
KANKAKEE/ GREATER KANKAKEE (IKK)

▼ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet.
▲ VDP NA when using Pontiac Muni altimeter setting.

MISSED APPROACH: Climb to 2300 via IKK R-231, then left turn direct IKK VOR/DME and hold.

AWOS-3 111.6	CHICAGO CENTER 132.5 258.1	KANKAKEE RADIO 122.2 255.4	CTAF 123.0
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ELEV 630		231° to IKK VOR/DME		TDZE 630	
5979 X 100		4398 X 75		34	
REIL Rwy 22		HIRL Rwy 4-22		MIRL Rwy 16-34	
Knots		60		90	
Min:Sec					
CATEGORY		A		B	
S-22		1080-1		450 (500-1)	
CIRCLING		1080-1		1100-1	
		450 (500-1)		470 (500-1)	
				1080-1¼	
				450 (500-1¼)	
				1080-1½	
				450 (500-1½)	
				1180-2	
				550 (600-2)	

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

KANKAKEE (3KK) 3 SW UTC-6(-5DT) N41°06.00' W87°55.00'

CHICAGO

625 S4 FUEL 100LL TPA-1425(800) NOTAM FILE IKK

RWY 09-27: 2644X300 (TURF) LIRL (NSTD)

RWY 27: Thld dsplcd 285'. Road.

RWY 18-36: 2564X200 (TURF)

RWY 36: Thld dsplcd 900'. Trees.

AIRPORT REMARKS: Attended 1300-0100Z±. Ultralight activity on and inof arpt. Rwy 09-27 NSTD LIRL; variable ints and spacing and non-frangible mountings. Lgts on photocell. Rwy 27 and Rwy 36 dsplcd thlds marked with white rocks.

COMMUNICATIONS: CTAF/UNICOM 122.8**KEDZI** N41°44.49' W87°41.38'. NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 248 MX 315° 3.9 NM to Chicago Midway Intl.

A

KEWANEE MUNI (EZI) 3 SW UTC-6(-5DT) N41°12.31' W89°57.83'

CHICAGO

858 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE IKK

L-27C

RWY 09-27: H4500X75 (ASPH) S-20 MIRL

IAP

RWY 09: PVASI(P SIL)—GA 3.5° TCH 29'. P-line.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 26'.

RWY 01-19: H3200X60 (ASPH) S-20 MIRL 0.6% up S

RWY 01: P-line.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z±, Sat-Sun 1400-2300Z±. Ultralight acft on and inof arpt. Hospital heliport 1.2 NM northeast of arpt. PVASI Rwy 09 and Rwy 27 OTS indef. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 01-19 and twy lgts—CTAF. TPA 1658 (800) piston acft and 1258 (400) ultralight acft.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z±)

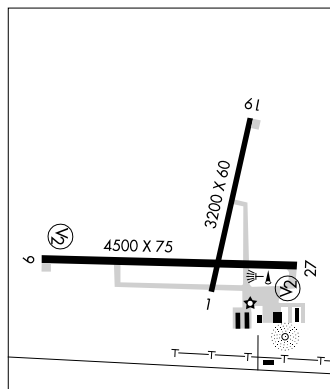
Ⓡ CHICAGO CENTER APP/DEP CON 124.55 (0430-1130Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58' W89°35.27' 279° 17.3 NM to fld. 810/0E.

NDB (MHW) 245 EZI N41°12.07' W89°57.56' at fld.

Unmonitored. NDB OTS indef.

**LACON****MARSHALL CO** (C75) 1 E UTC-6(-5DT) N41°01.16' W89°23.19'

CHICAGO

568 B S4 FUEL 100LL, JET A TPA-1568(1000) NOTAM FILE C75

L-27C

RWY 13-31: H3200X75 (ASPH) MIRL 0.9% up SE

IAP

RWY 13: REIL. Tree.

RWY 31: PAPI (P4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 18-36: H2200X50 (ASPH) S-4 LIRL 0.3% up N

RWY 18: Road. RWY 36: Tree.

AIRPORT REMARKS: Attended 1400Z±-dusk. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13-31; REIL Rwy 13 and PAPI Rwy 31—CTAF.

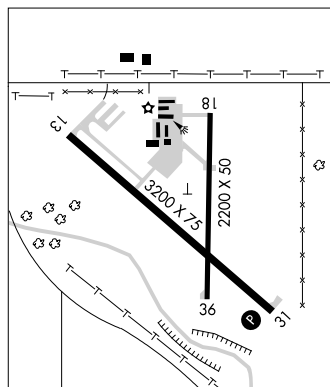
WEATHER DATA SOURCES: AWOS-3 119.425 (309) 246-3089.**COMMUNICATIONS:** CTAF/UNICOM 122.8

BRADFORD RCO 123.6 122.05R 114.7T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58' W89°35.27' 133° 12.4 NM to fld. 810/0E.

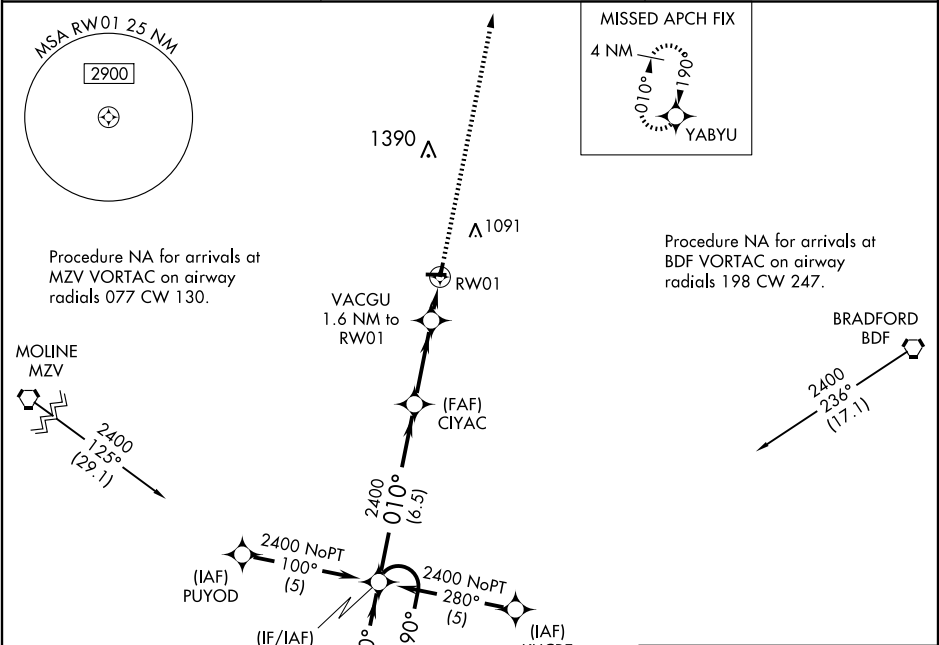
**LAKE IN THE HILLS** (See CHICAGO/LAKE IN THE HILLS)**LANSING MUNI** (See CHICAGO)

APP CRS	Rwy Idg	3200
010°	TDZE	857
	Apt Elev	858

RNAV (GPS) RWY 1
KEWANEE MUNI (EZI)

NA	DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climb to 2400 direct YABU and hold.
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GALESBURG AWOS-3 109.8	QUAD CITY APP CON ★ 118.2 257.8	UNICOM 122.8 (CTAF) 0
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JUBDI

4 NM

KUCRE

4 NM
Holding Pattern

JUBDI

CIYAC

2400

YABU

2400 ← 190°
010° →

010° → *
2400

VACGU
1.6 NM to
RW01

RW01

3.09°
TCH 40

1420

6.5 NM

3.1 NM

1.6 NM

CATEGORY

A

B

C

D

LNAV MDA

1300-1

443 (500-1)

1300-1¼
443 (500-1¼)

NA

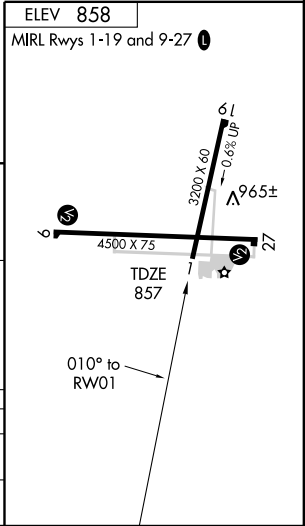
CIRCLING

1340-1

482 (500-1)

1600-2¼
742 (800-2¼)

NA



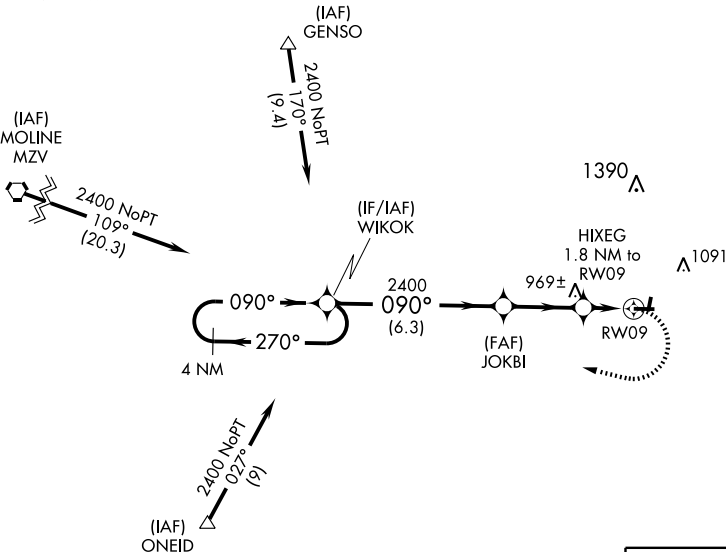
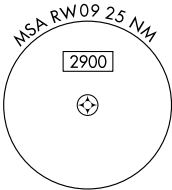
APP CRS	Rwy Idg	4500
090°	TDZE	857
	Apt Elev	858

RNAV (GPS) RWY 9
KEWANEE MUNI (EZI)

NA	DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing right turn to 2400 direct WIKOK and hold.
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GALESBURG AWOS-3 109.8	QUAD CITY APP CON ★ 118.2 257.8	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at GENSO via V129 Northwest bound and at MZV VORTAC via V156 Westbound.



ELEV 858

CATEGORY	A	B	C	D
LNVA MDA	1300-1	443 (500-1)	1300-1¼ 443 (500-1¼)	NA
CIRCLING	1340-1	482 (500-1)	1600-2¼ 742 (800-2¼)	NA

MIRL Rwy 1-19 and 9-27 0

EC-3, 21 OCT 2010 to 18 NOV 2010

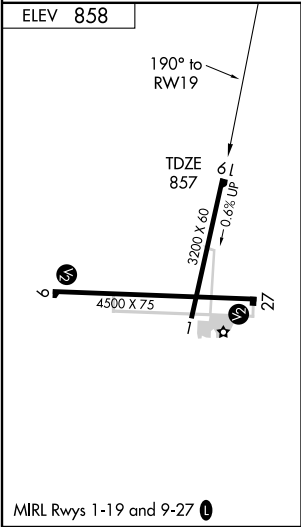
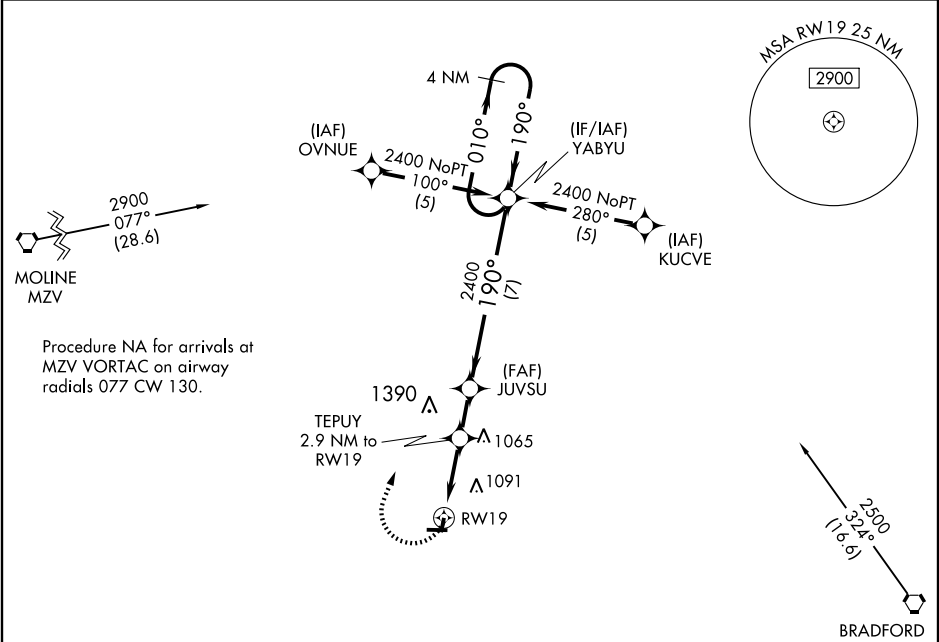
EC-3, 21 OCT 2010 to 18 NOV 2010

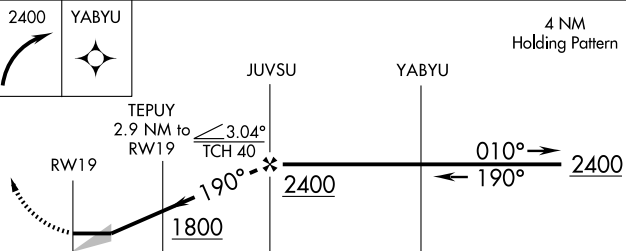
APP CRS	Rwy Idg	3200
190°	TDZE	857
	Apt Elev	858

RNAV (GPS) RWY 19
KEWANEE MUNI (EZI)

NA	DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing right turn to 2400 direct YABYU and hold.
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GALESBURG AWOS-3 109.8	QUAD CITY APP CON ★ 118.2 257.8	UNICOM 122.8 (CTAF) 0
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		4 NM Holding Pattern		
2400 YABYU		JUVSU	YABYU	
TEPUY 2.9 NM to RW19		3.04° TCH 40	010° → ← 190°	
RW19		1800	2400	
2.9 NM		1.8 NM	7 NM	
CATEGORY	A	B	C	D
LNAV MDA	1400-1	543 (600-1)	1400-1½ 543 (600-1½)	NA
CIRCLING	1400-1	542 (600-1)	1600-2¼ 742 (800-2¼)	NA

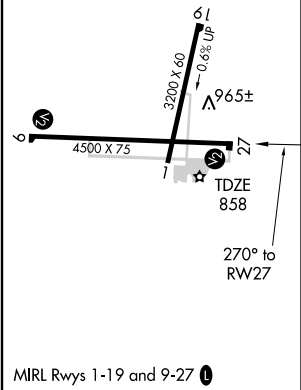
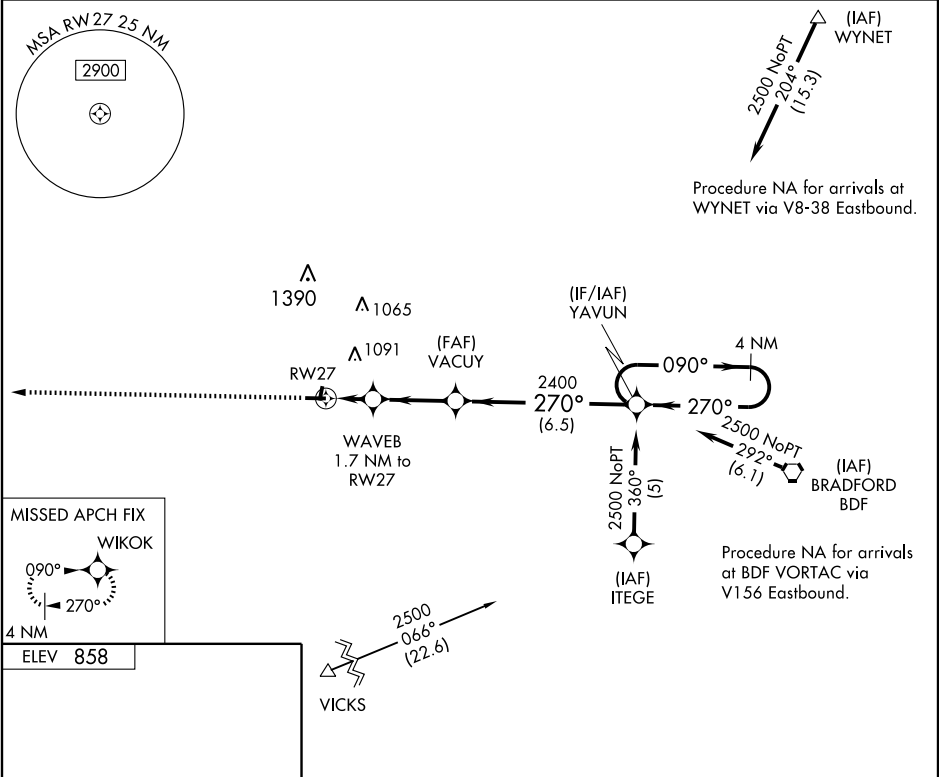
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
270°	TDZE	858
	Apt Elev	858

RNAV (GPS) RWY 27
KEWANEE MUNI (EZI)

<div><div><div></div><div></div></div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.</div>	MISSED APPROACH: Climb to 2400 direct WIKOK and hold.	
GALESBURG AWOS-3 109.8	QUAD CITY APP CON ★ 118.2 257.8	UNICOM 122.8 (CTAF) 0



2400	WIKOK	VGSI and descent angles not coincident.	4 NM Holding Pattern	
WAVEB 1.7 NM to RW27	VACUY	YAVUN		
RW27	3.04° TCH 40	270°	090° → 2500 ← 270°	
1440	2400			
1.7 NM	3 NM	6.5 NM		
CATEGORY	A	B	C	D
LNAV MDA	1300-1	442 (500-1)	1300-1¼ 442 (500-1¼)	NA
CIRCLING	1340-1	482 (500-1)	1600-2¼ 742 (800-2¼)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

KANKAKEE (3KK) 3 SW UTC-6(-5DT) N41°06.00' W87°55.00'

CHICAGO

625 S4 FUEL 100LL TPA-1425(800) NOTAM FILE IKK

RWY 09-27: 2644X300 (TURF) LIRL (NSTD)

RWY 27: Thld dsplcd 285'. Road.

RWY 18-36: 2564X200 (TURF)

RWY 36: Thld dsplcd 900'. Trees.

AIRPORT REMARKS: Attended 1300-0100Z±. Ultralight activity on and inof arpt. Rwy 09-27 NSTD LIRL; variable ints and spacing and non-frangible mountings. Lgts on photocell. Rwy 27 and Rwy 36 dsplcd thlds marked with white rocks.

COMMUNICATIONS: CTAF/UNICOM 122.8**KEDZI** N41°44.49' W87°41.38'. NOTAM FILE MDW.

CHICAGO

NDB (MHW/LDM) 248 MX 315° 3.9 NM to Chicago Midway Intl.

A

KEWANEE MUNI (EZI) 3 SW UTC-6(-5DT) N41°12.31' W89°57.83'

CHICAGO

858 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE IKK

L-27C

RWY 09-27: H4500X75 (ASPH) S-20 MIRL

IAP

RWY 09: PVASI(P SIL)—GA 3.5° TCH 29'. P-line.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 26'.

RWY 01-19: H3200X60 (ASPH) S-20 MIRL 0.6% up S

RWY 01: P-line.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z±, Sat-Sun 1400-2300Z±. Ultralight acft on and inof arpt. Hospital heliport 1.2 NM northeast of arpt. PVASI Rwy 09 and Rwy 27 OTS indef. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 01-19 and twy lgts—CTAF. TPA 1658 (800) piston acft and 1258 (400) ultralight acft.

COMMUNICATIONS: CTAF/UNICOM 122.8

① QUAD CITY APP/DEP CON 118.2 (1130-0430Z±)

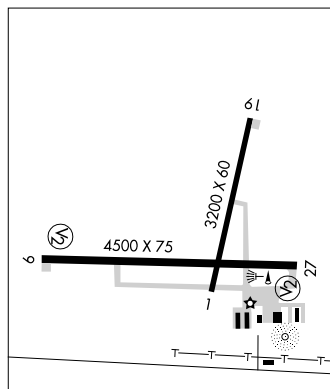
① CHICAGO CENTER APP/DEP CON 124.55 (0430-1130Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58' W89°35.27' 279° 17.3 NM to fld. 810/0E.

NDB (MHW) 245 EZI N41°12.07' W89°57.56' at fld.

Unmonitored. NDB OTS indef.

**LACON****MARSHALL CO** (C75) 1 E UTC-6(-5DT) N41°01.16' W89°23.19'

CHICAGO

568 B S4 FUEL 100LL, JET A TPA-1568(1000) NOTAM FILE C75

L-27C

RWY 13-31: H3200X75 (ASPH) MIRL 0.9% up SE

IAP

RWY 13: REIL. Tree.

RWY 31: PAPI (P4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 18-36: H2200X50 (ASPH) S-4 LIRL 0.3% up N

RWY 18: Road. RWY 36: Tree.

AIRPORT REMARKS: Attended 1400Z±-dusk. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13-31; REIL Rwy 13 and PAPI Rwy 31—CTAF.

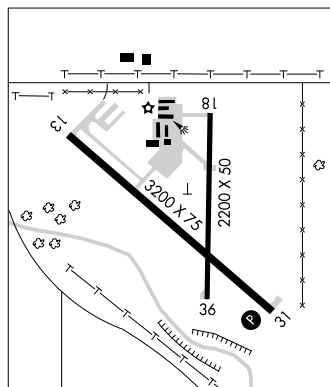
WEATHER DATA SOURCES: AWOS-3 119.425 (309) 246-3089.**COMMUNICATIONS:** CTAF/UNICOM 122.8

BRADFORD RCO 123.6 122.05R 114.7T (KANKAKEE RADIO)

① CHICAGO CENTER APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58' W89°35.27' 133° 12.4 NM to fld. 810/0E.

**LAKE IN THE HILLS** (See CHICAGO/LAKE IN THE HILLS)**LANSING MUNI** (See CHICAGO)

LACON, ILLINOIS

AL-6240 (FAA)

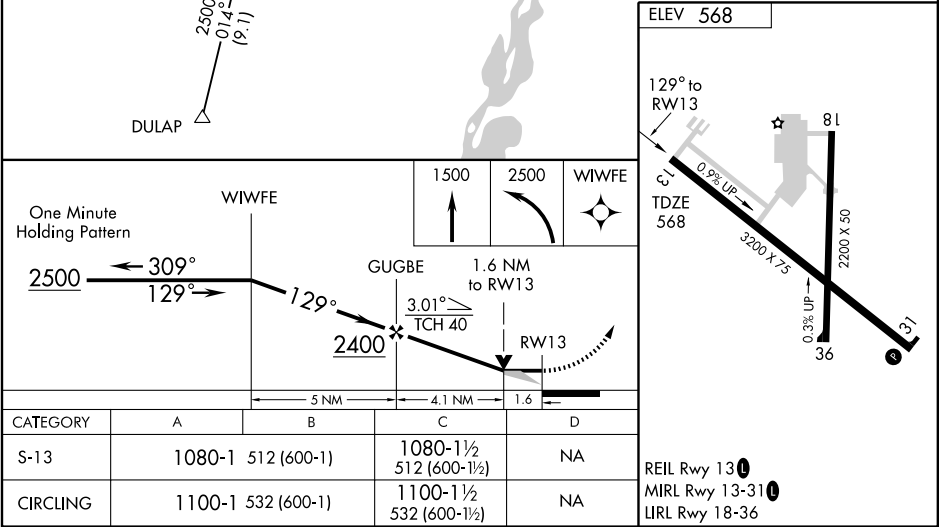
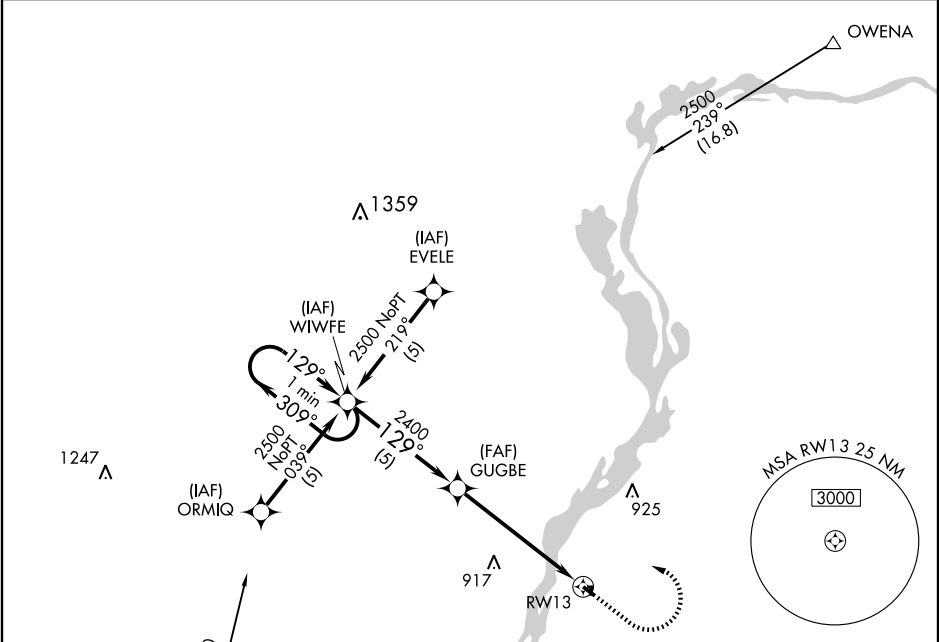
APP CRS	Rwy Idg	3200
129°	TDZE	568
	Apt Elev	568

GPS RWY 13

LACON/MARSHALL COUNTY (C75)

 NA	MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct WIWFE WP and hold.
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AWOS-3 119.425	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF) 0
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LACON, ILLINOIS
Orig 08157

41°01'N-89°23'W

LACON/MARSHALL COUNTY (C75)
GPS RWY 13

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LACON, ILLINOIS

AL-6240 (FAA)

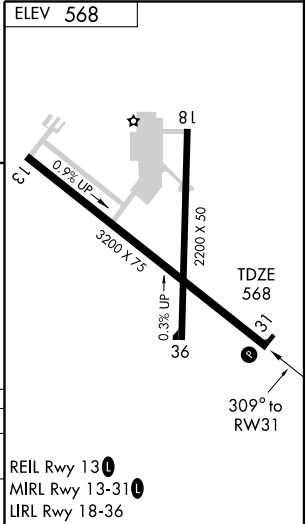
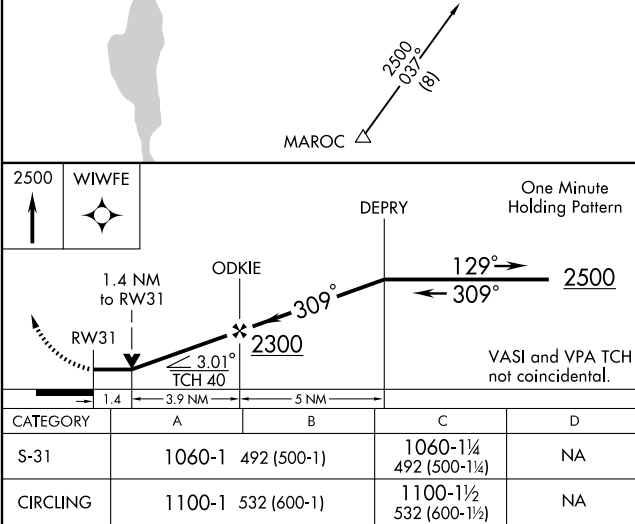
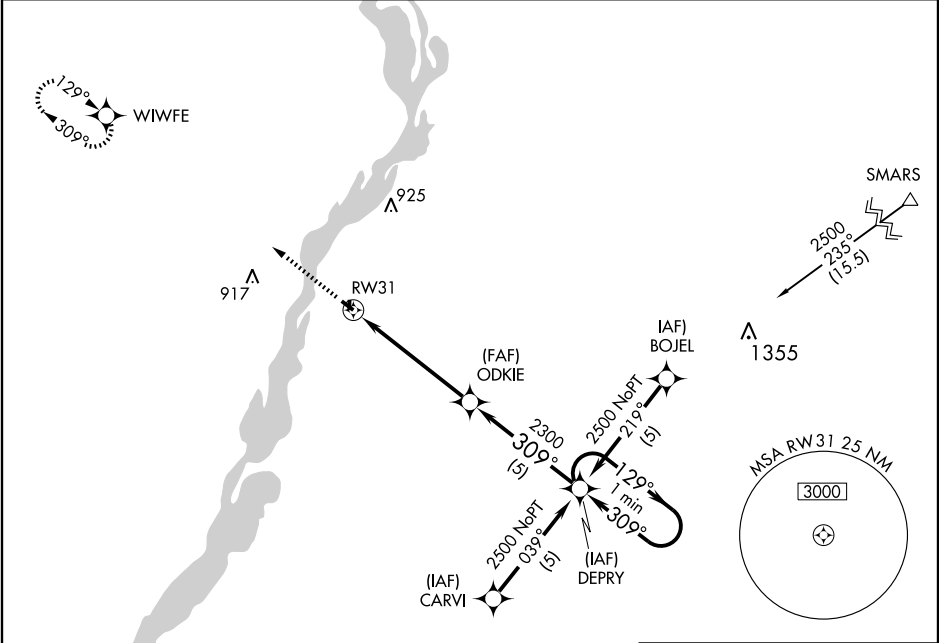
APP CRS	Rwy Idg	3200
309°	TDZE	568
	Apt Elev	568

GPS RWY 31

LACON/ MARSHALL COUNTY (C75)

<p>▼</p> <p>▲ NA</p>	MISSED APPROACH: Climb to 2500 direct WIWFE WP and hold.
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AWOS-3 119.425	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF) 0
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LACON, ILLINOIS
Orig 08157

41°01'N-89°23'W

GPS RWY 31

LACON/ MARSHALL COUNTY (C75)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LACON, ILLINOIS

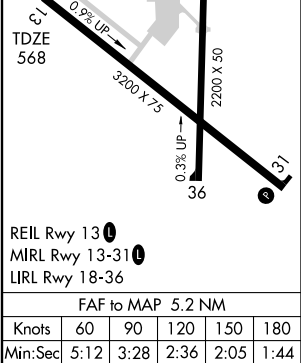
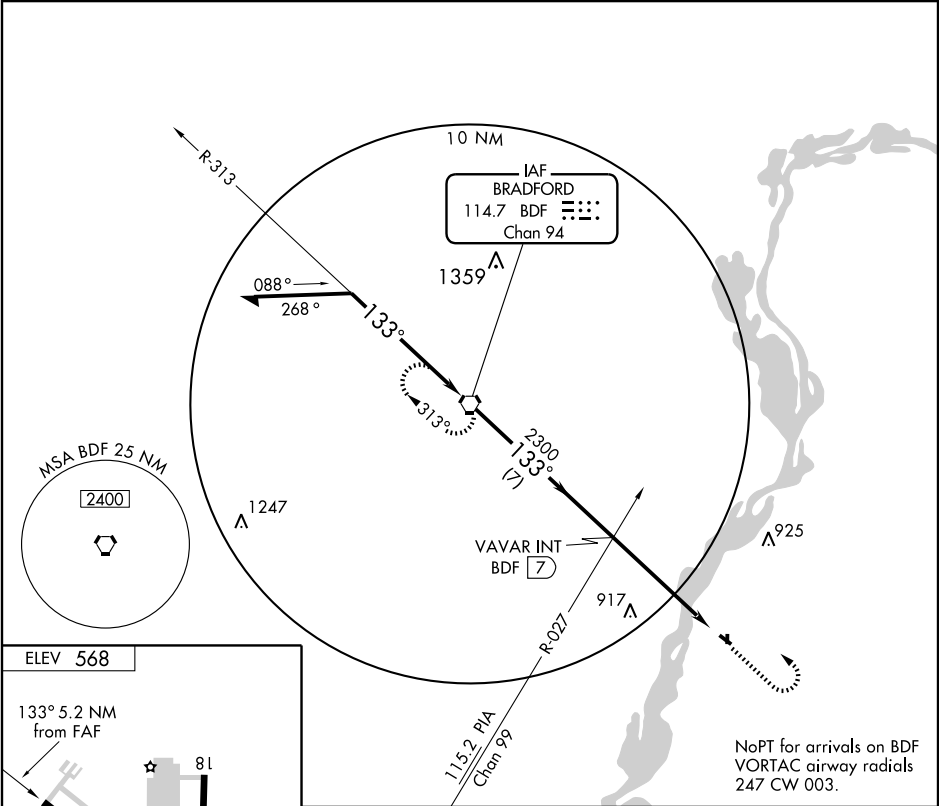
AL-6240 (FAA)

VORTAC BDF	APP CRS	Rwy Idg	3200
114.7	133°	TDZE	568
Chan 94		Apt Elev	568

VOR RWY 13
LACON/MARSHALL COUNTY (C75)

<p>▼</p> <p>▲ NA</p>	MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct BDF VORTAC and hold.
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AWOS-3 119.425	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM				VORTAC	1500	2500	BDF
					↑	↶	114.7
				2500	133°	2500	133°
				2300	133°	2300	133°
				VAVAR INT BDF 7	3.15°	TCH 40	BDF 10.7
					7 NM	3.7 NM	1.5
CATEGORY	A	B	C	D			
S-13	1080-1	512 (600-1)	1080-1½ 512 (600-1½)	NA			
CIRCLING	1100-1	532 (600-1)	1100-1½ 532 (600-1½)	NA			

LACON, ILLINOIS
Amdt 2A 08157

41°01'N-89°23'W

LACON/MARSHALL COUNTY (C75)
VOR RWY 13

EC-3, 21 OCT 2010 to 18 NOV 2010

LAWRENCEVILLE—VINCENNES INTL (LWV) 3 NE UTC-6(-5DT) N38°45.86' W87°36.33'

ST. LOUIS
H-5E, L-27D
IAP

430 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE LWV

RWY 18-36: H5199X100 (ASPH) S-19, D-28 MIRL

RWY 18: REIL. PVASI(P SIL). Tree.

RWY 36: REIL. PAPI(P4L). Tree.

RWY 09-27: H5198X150 (ASPH) S-40, D-50, 2D-70 MIRL

RWY 09: REIL. PVASI(P SIL).

RWY 27: ODALS. REIL. PAPI(P4L). Tree.

RWY 04U-22U: 1000X200 (TURF)

RWY 04U: Road.

RWY 22U: Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0400Z†. Glider activity SR-SS. Rwy 09-27 and Rwy 18-36 have left hand tfc pattern for glider acft. TPA for ultralight tfc using Rwy 04U-22U is 500' maximum. Be alert: ODALS for Rwy 27 are in operation simultaneously with REILS on Rwy 18. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09, 27, 18 and 36 and ODALS Rwy 27—CTAF. TPA for powered acft using Rwy 09-27 and 18-36 is 1330(900). TPA for ultralight tfc using Rwy 04U-22U is 930(500).

WEATHER DATA SOURCES: ASOS 118.0 (618) 943-5252

COMMUNICATIONS: CTAF/UNICOM 122.8

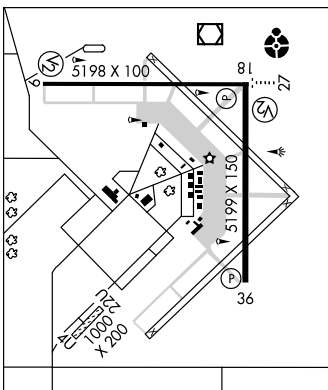
Ⓡ EVANSVILLE APP/DEP CON 125.6 (1200-0500Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.

(T) VORW/DME 108.8 LWV Chan 25 N38°46.19' W87°36.23' at fld. 430/1W.

DME unusable 350°-030° byd 15 NM blo 3000'.



LEWIS UNIVERSITY (See CHICAGO/ROMEIOVILLE)

LICOL N39°54.72' W89°36.18' NOTAM FILE SPI.

ST. LOUIS

NDB (MHW/LDM) 375 LQ 221° 5.3 NM to Abraham Lincoln Capital.

LINCOLN

LOGAN CO (AAA) 2 NE UTC-6(-5DT) N40°09.52' W89°20.10'

CHICAGO
L-27C
IAP

597 B S4 FUEL 100 NOTAM FILE AAA

RWY 03-21: H3999X70 (ASPH) S-12.5 MIRL

RWY 03: REIL. PVASI(P SIL). Building.

RWY 21: PVASI(P SIL). Tree.

RWY 14-32: 3003X135 (TURF)

RWY 14: Thld dsplcd 307'. Trees.

RWY 32: Road.

AIRPORT REMARKS: Attended Mon-Sat irregularly. For svc call 217-732-6400. Self serve fuel avbl 24 hrs. Rwy 14-32 PPR to use Dec-Apr and after rain call 217-732-6400. ACTIVATE MIRL Rwy 03-21—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (217) 732-9605.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z†)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z†)

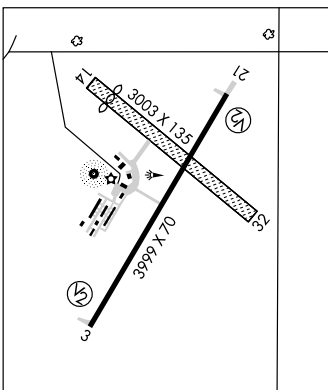
RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38'

W89°40.66' 040° 24.8 NM to fld. 586/1W.

ABRAHAM NDB (MHW) 329 AAA N40°09.61' W89°20.27' at fld.

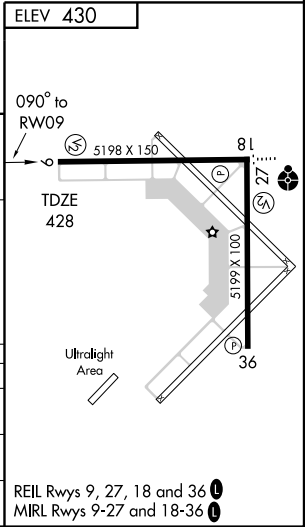
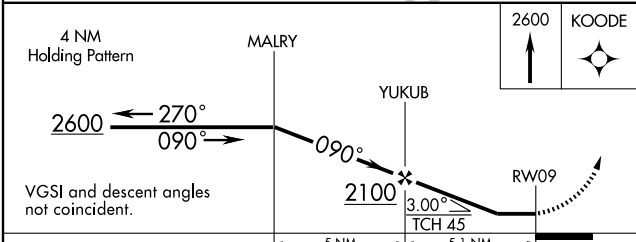
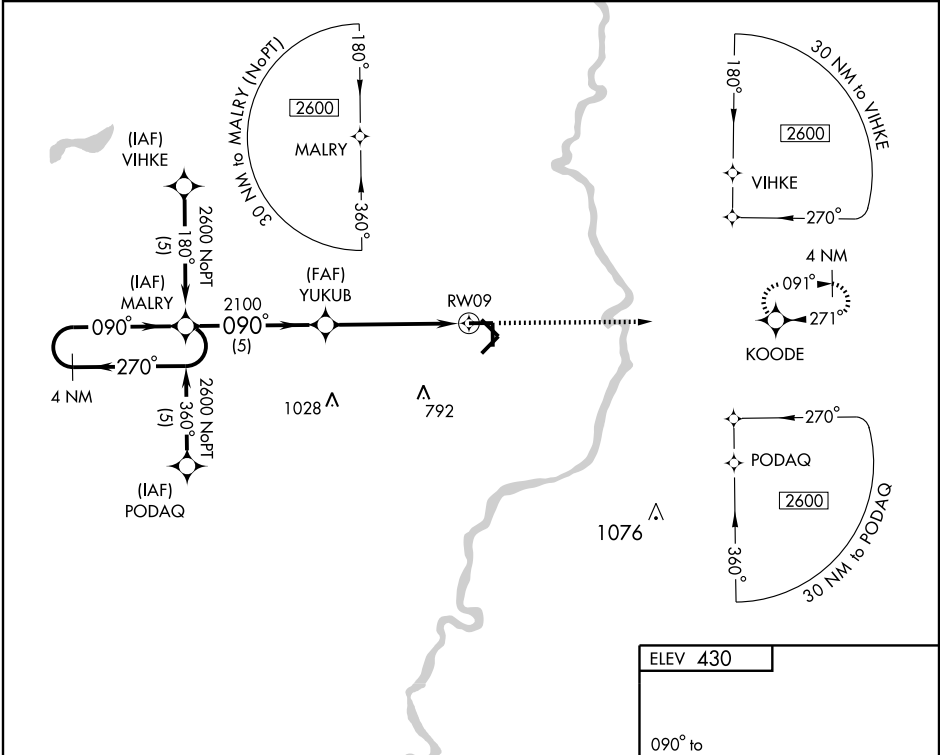
NOTAM FILE AAA.



APP CRS	Rwy Idg	5198
090°	TDZE	428
	Apt Elev	430

RNAV (GPS) RWY 9
LAWRENCEVILLE-VINCENNES INTL (LWV)

▲ NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 2600 direct KOODE WP and hold.
ASOS 118.0	EVANSVILLE APP CON ★ 125.6 267.9	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	820-1 392 (400-1)		820-1¼ 392 (400-1¼)	
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

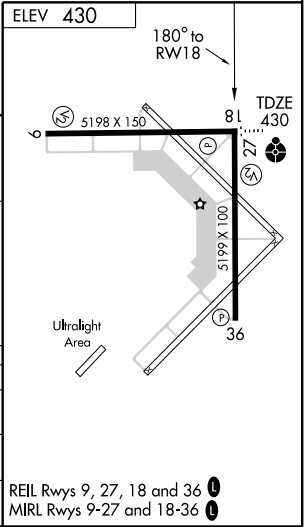
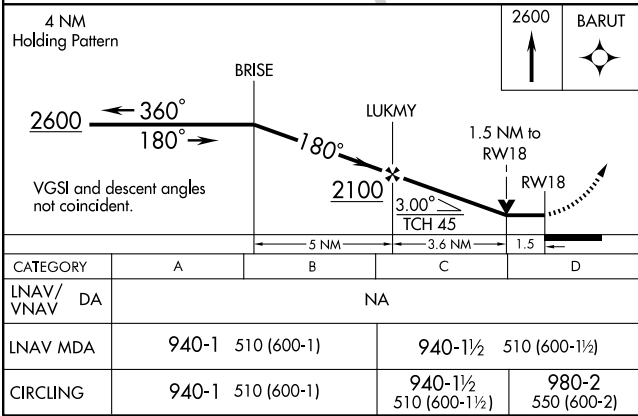
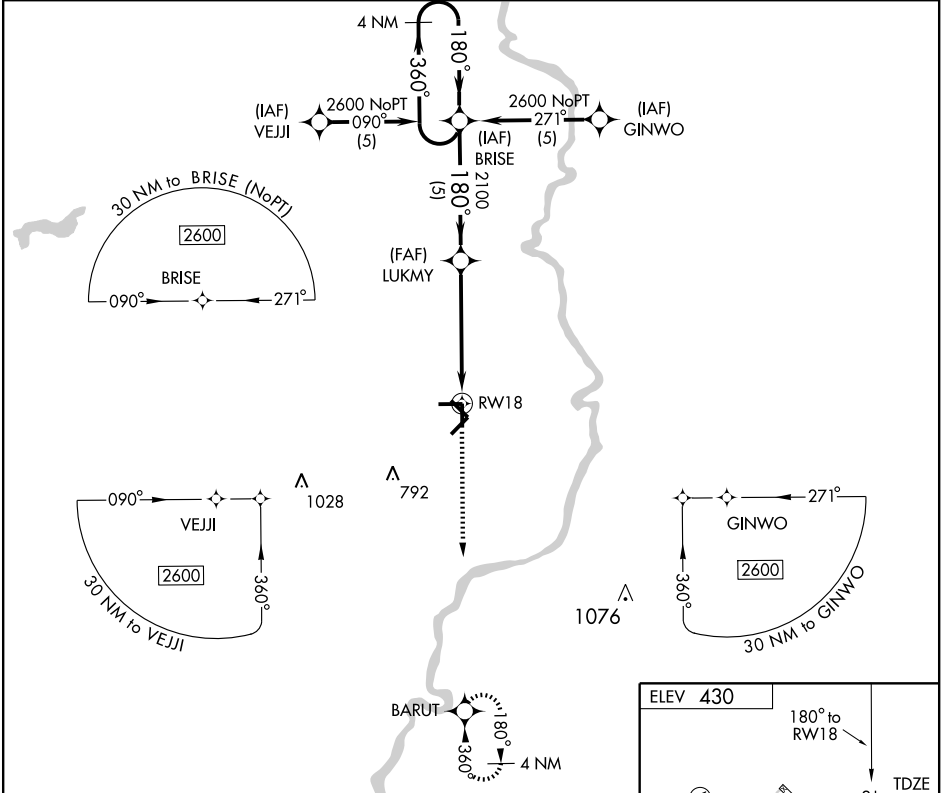
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5199
180°	TDZE	430
	Apt Elev	430

RNAV (GPS) RWY 18
LAWRENCEVILLE-VINCENNES INTL (LWV)

▲ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct BARUT WP and hold.
ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) 0

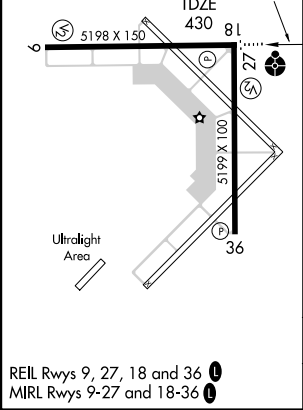
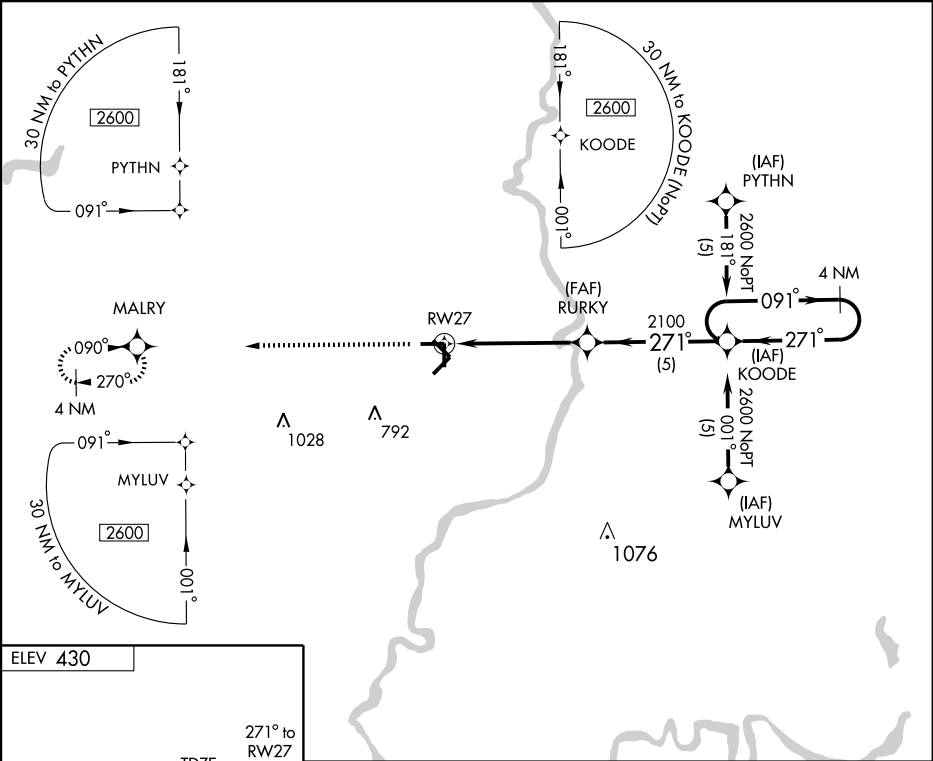


APP CRS	Rwy Idg	5198
271°	TDZE	430
	Apt Elev	430

RNAV (GPS) RWY 27
LAWRENCEVILLE-VINCENNES INTL (L WV)

NA	DME/DME RNP-0.3 NA. Inoperative table does not apply. Visibility reduction by helicopters NA.	ODALS	MISSED APPROACH: Climb to 2600 direct MALRY WP and hold.
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ASOS 118.0	EVANSVILLE APP CON ★ 125.6 267.9	UNICOM 122.8 (CTAF) 0
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	2600	MALRY		
			RURKY	KOODE
			2100	4 NM Holding Pattern
			3.00°	091° → 2600
			TCH 45	← 271°
			5.1 NM	5 NM
CATEGORY	A	B	C	D
LNAV/VNAV	DA	NA		
LNAV MDA	800-1 370 (400-1)			800-1¼ 370 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

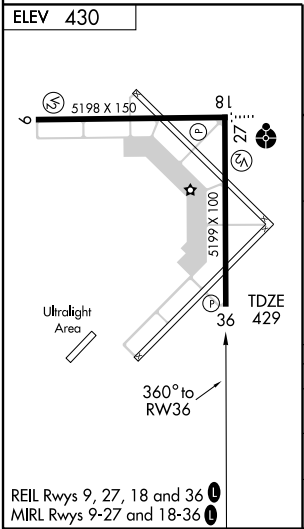
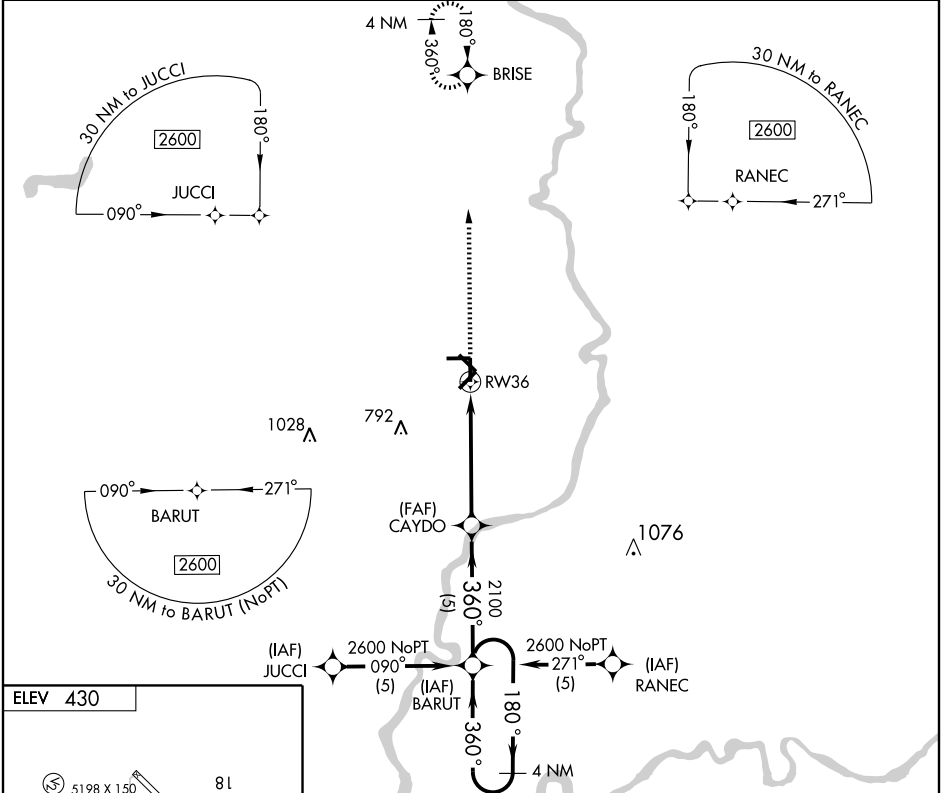
EC-3, 21 OCT 2010 to 18 NOV 2010



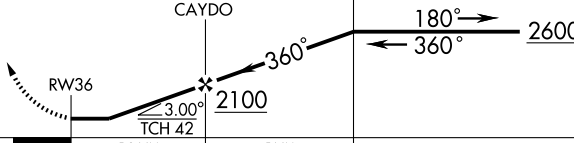
▲ NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct BRISE WP and hold.

ASOS 118.0	EVANSVILLE APP CON ★ 125.6 267.9	UNICOM 122.8 (CTAF) 0
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2600	BRISE	4 NM Holding Pattern			
					
					
CATEGORY	A	B	C	D	
LNAV/ VNAV	DA	NA			
LNAV MDA	800-1 371 (400-1)			800-1¼ 371 (400-1¼)	
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)	

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

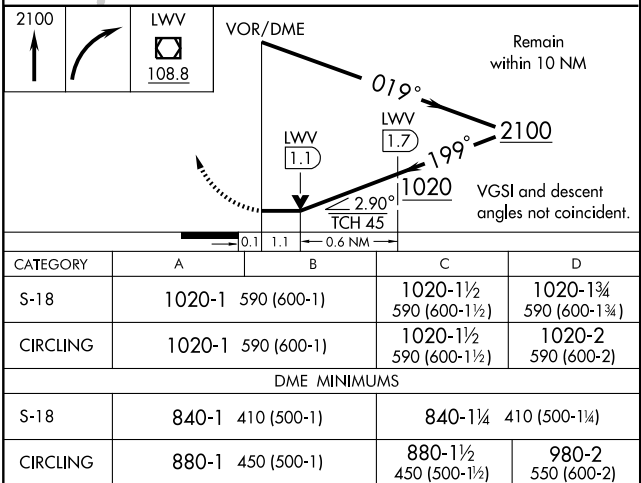
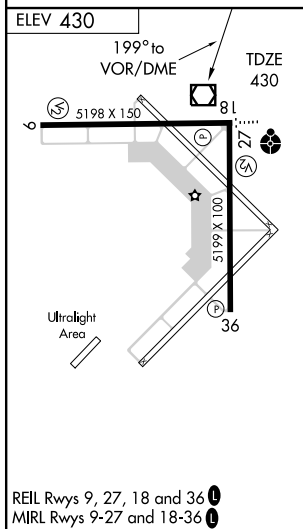
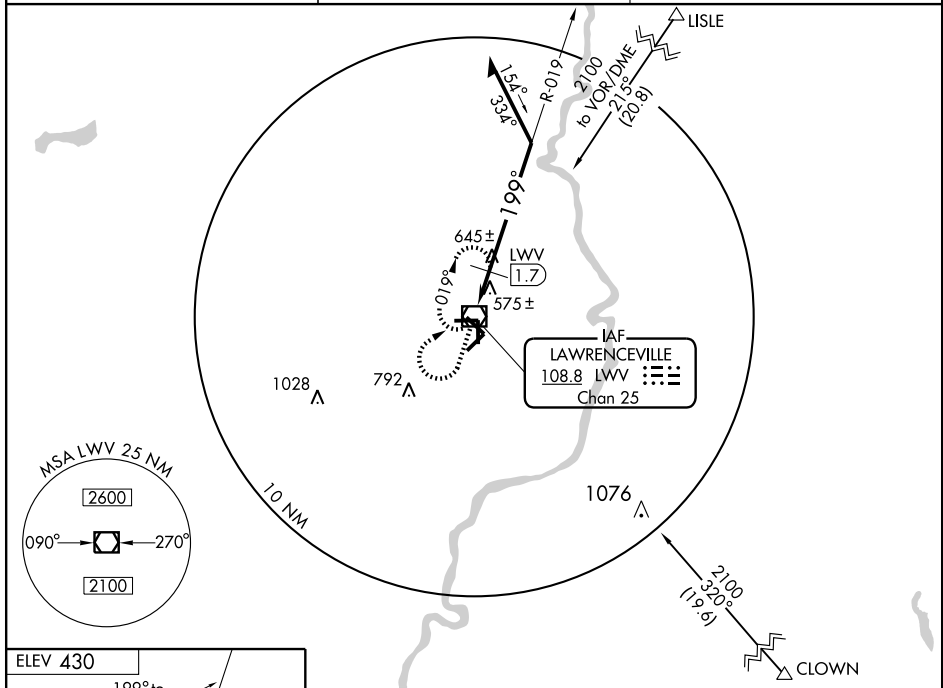
AL-229 (FAA)

VOR/DME LWV 108.8 Chan 25	APP CRS 199°	Rwy Idg 5199 TDZE 430 Apt Elev 430
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VOR RWY 18
LAWRENCEVILLE-VINCENNES INTL (LWV)

MISSED APPROACH: Climb to 2100 then right turn direct LWV VOR/DME and hold.

ASOS 118.0	EVANSVILLE APP CON ★ 125.6 267.9	UNICOM 122.8 (CTAF) 0
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LAWRENCEVILLE, ILLINOIS

Amdt 1 10042

LAWRENCEVILLE-VINCENNES INTL (LWV)

38°46'N - 87°36'W

VOR RWY 18

EC-3, 21 OCT 2010 to 18 NOV 2010

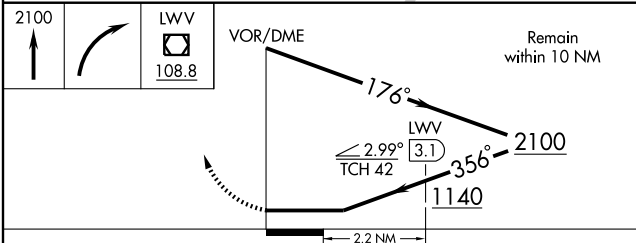
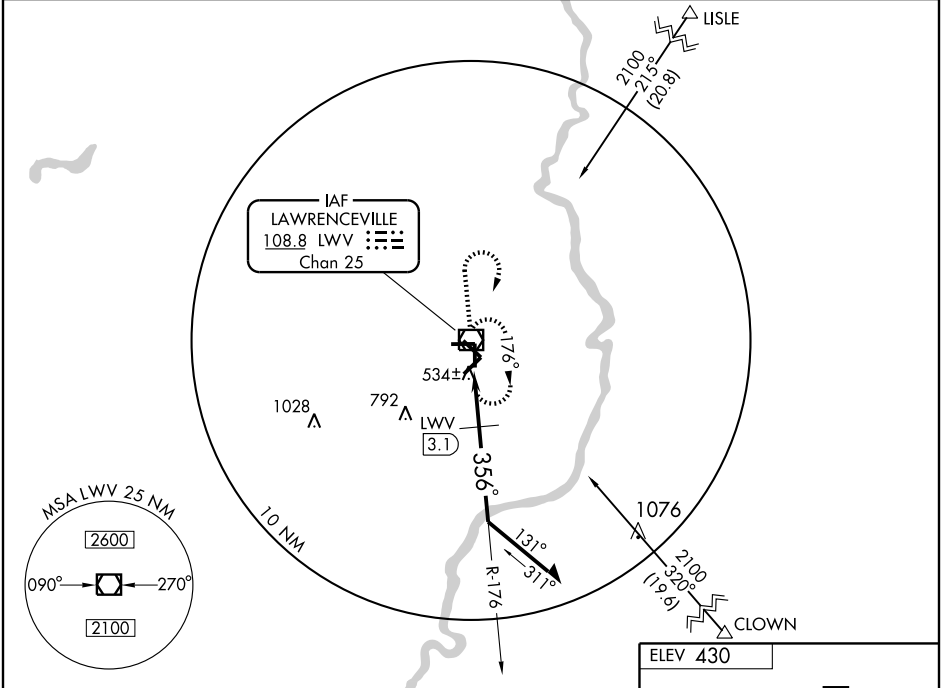
EC-3, 21 OCT 2010 to 18 NOV 2010

⚠

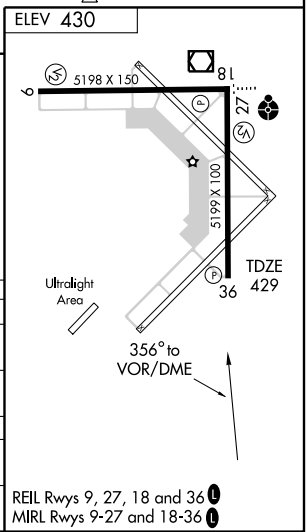
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100, then right turn direct LWV VOR/DME and hold.

ASOS 118.0	EVANSVILLE APP CON ★ 125.6 267.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	1140-1	711 (800-1)	1140-2 711 (800-2)	1140-2¼ 711 (800-2¼)
CIRCLING	1140-1	710 (800-1)	1140-2 710 (800-2)	1140-2¼ 710 (800-2¼)
DME MINIMUMS				
S-36	800-1 371 (400-1)		800-1¼ 371 (400-1¼)	
CIRCLING	880-1	450 (500-1)	880-1½ 450 (500-1½)	980-2 550 (600-2)



LAWRENCEVILLE-VINCENNES INTL (LWV) 3 NE UTC-6(-5DT) N38°45.86' W87°36.33'

ST. LOUIS

430 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE LWV

H-5E, L-27D

RWY 18-36: H5199X100 (ASPH) S-19, D-28 MIRL

IAP

RWY 18: REIL. PVASI(P SIL). Tree.

RWY 36: REIL. PAPI(P4L). Tree.

RWY 09-27: H5198X150 (ASPH) S-40, D-50, 2D-70 MIRL

RWY 09: REIL. PVASI(P SIL).

RWY 27: ODALS. REIL. PAPI(P4L). Tree.

RWY 04U-22U: 1000X200 (TURF)

RWY 04U: Road. RWY 22U: Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0400Z†. Glider activity SR-SS. Rwy 09-27 and Rwy 18-36 have left hand tfc pattern for glider acft. TPA for ultralight tfc using Rwy 04U-22U is 500' maximum. Be alert: ODALS for Rwy 27 are in operation simultaneously with REILS on Rwy 18. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09, 27, 18 and 36 and ODALS Rwy 27—CTAF. TPA for powered acft using Rwy 09-27 and 18-36 is 1330(900). TPA for ultralight tfc using Rwy 04U-22U is 930(500).

WEATHER DATA SOURCES: ASOS 118.0 (618) 943-5252**COMMUNICATIONS:** CTAF/UNICOM 122.8

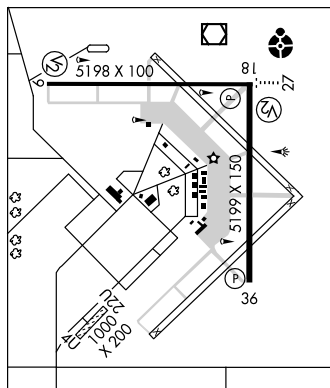
Ⓡ EVANSVILLE APP/DEP CON 125.6 (1200-0500Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.

(T) VORW/DME 108.8 LWV Chan 25 N38°46.19' W87°36.23' at fld. 430/1W.

DME unusable 350°-030° byd 15 NM blo 3000'.

**LEWIS UNIVERSITY** (See CHICAGO/ROMEIOVILLE)**LICOL** N39°54.72' W89°36.18' NOTAM FILE SPI.

ST. LOUIS

NDB (MHW/LDM) 375 LQ 221° 5.3 NM to Abraham Lincoln Capital.

LINCOLN**LOGAN CO** (AAA) 2 NE UTC-6(-5DT) N40°09.52' W89°20.10'

CHICAGO

597 B S4 FUEL 100 NOTAM FILE AAA

L-27C

RWY 03-21: H3999X70 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PVASI(P SIL). Building.

RWY 21: PVASI(P SIL). Tree.

RWY 14-32: 3003X135 (TURF)

RWY 14: Thld dsplcd 307'. Trees. RWY 32: Road.

AIRPORT REMARKS: Attended Mon-Sat irregularly. For svc call 217-732-6400. Self serve fuel avbl 24 hrs. Rwy 14-32 PPR to use Dec-Apr and after rain call 217-732-6400. ACTIVATE MIRL Rwy 03-21—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (217) 732-9605.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z†)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z†)

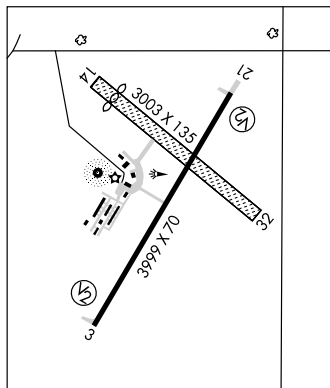
RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38'

W89°40.66' 040° 24.8 NM to fld. 586/1W.

ABRAHAM NDB (MHW) 329 AAA N40°09.61' W89°20.27' at fld.

NOTAM FILE AAA.



NDB AAA	APP CRS	Rwy Idg	3999
329	226°	TDZE	597
		Apt Elev	597

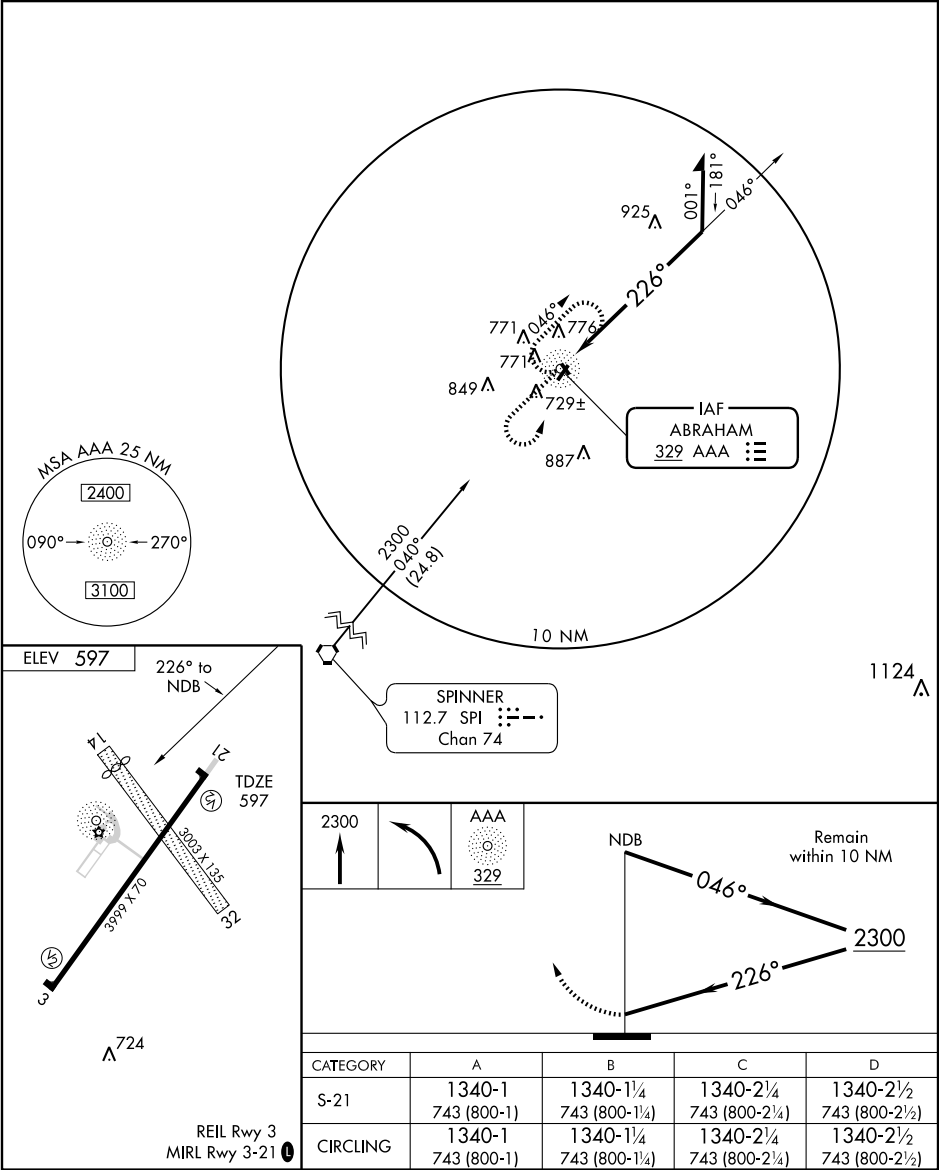
NDB RWY 21
LINCOLN/LOGAN COUNTY (AAA)

⚠ If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet.

⚠ Circling to Rwy 14/32 NA at night.

MISSED APPROACH: Climb to 2300 then left turn direct AAA NDB and hold.

AWOS-3 118.775	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.8 (CTAF) 0
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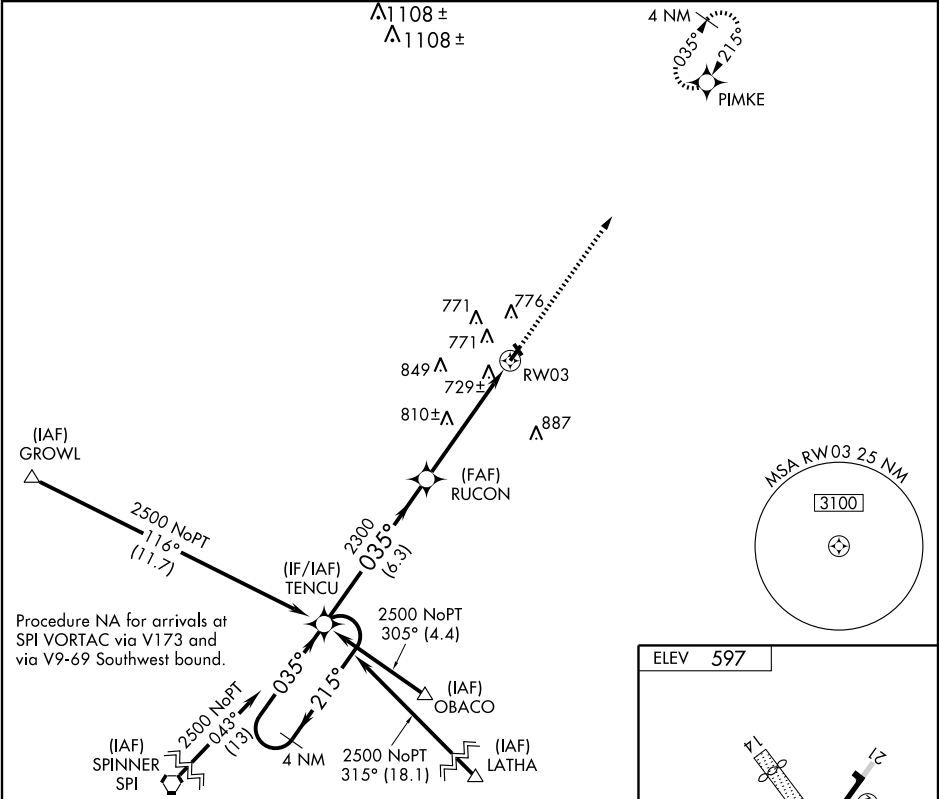
APP CRS	Rwy Idg	3999
035°	TDZE	596
	Apt Elev	597

RNAV (GPS) RWY 3
LINCOLN/LOGAN COUNTY (AAA)

⚠ DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet.

⚠ MISSED APPROACH: Climb to 2700 direct PIMKE and hold.

AWOS-3 118.775	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern TENCU

2500 ← 215° / 035° →

2300 RUCON

1.5 NM to RW03

3.05 NM TCH 36

6.3 NM

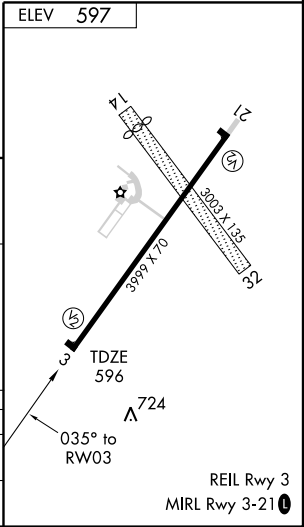
3.6 NM

1.5 NM

2700 PIMKE

VDP NA with Springfield, IL altimeter setting.

CATEGORY	A	B	C	D
RNAV MDA	1120-1	524 (600-1)	1120-1½ 524 (600-1½)	1120-1¾ 524 (600-1¾)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

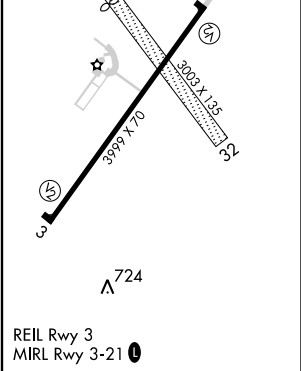
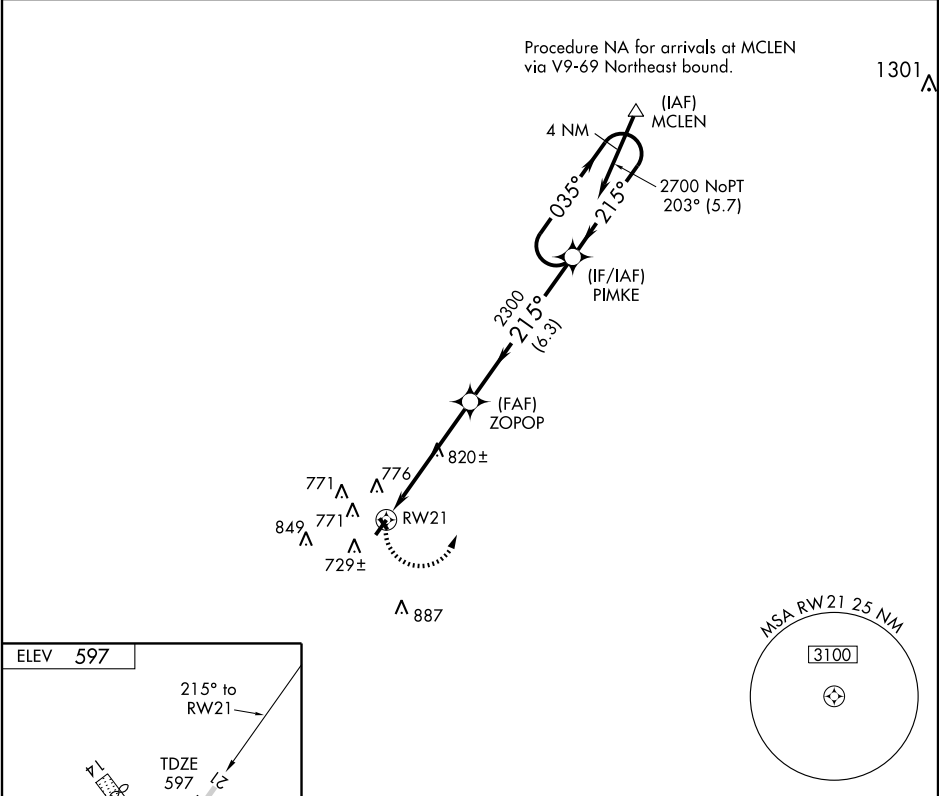
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3999
215°	TDZE	597
	Apt Elev	597

RNAV (GPS) RWY 21
LINCOLN/LOGAN COUNTY (AAA)

<p>⚠ DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet.</p>	<p>MISSSED APPROACH: Climbing left turn to 2700 direct PIMKE and hold.</p>
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AWOS-3 118.775	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.8 (CTAF) 0
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2700	PIMKE	VDP NA with Springfield, IL altimeter setting.	PIMKE	4 NM Holding Pattern
CATEGORY	A	B	C	D
LNAV MDA	1080-1	483 (500-1)	1080-1¼ 483 (500-1¼)	1080-1½ 483 (500-1½)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LINCOLN, ILLINOIS

AL-5697 (FAA)

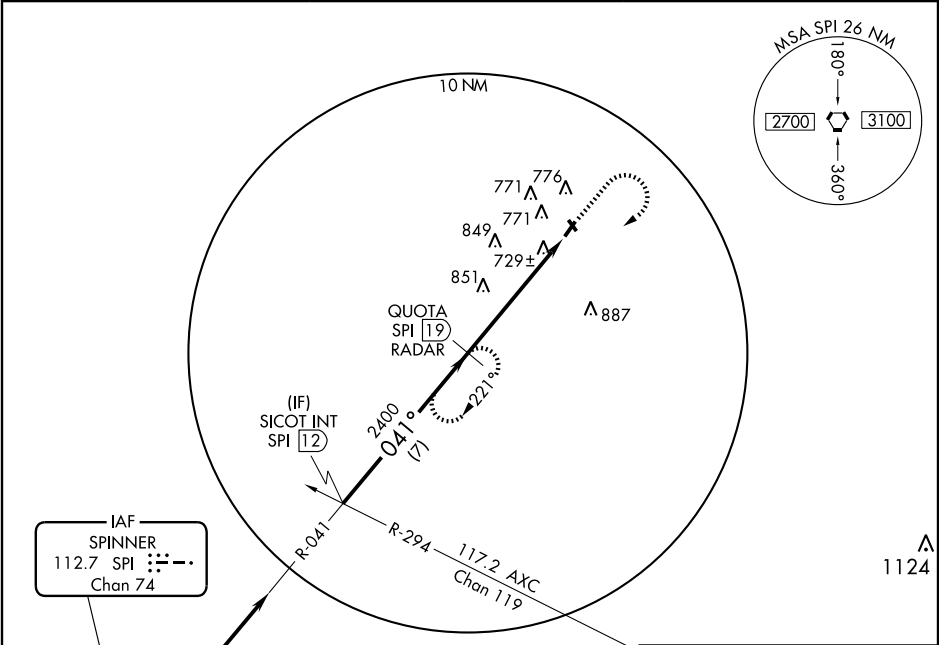
VORTAC SPI 112.7 Chan 74	APP CRS 041°	Rwy Idg 3999 TDZE 596 Apt Elev 597
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VOR RWY 3
LINCOLN/LOGAN COUNTY (AAA)

⚠ If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet. Circling to Rwy 14/32 NA at night. DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via SPI R-041 to QUOTA/19 DME/RADAR and hold.

AWOS-3 118.775	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA

VORTAC

2400 — 041° — 2400

SICOT INT SPI 12

QUOTA SPI 19 RADAR

2000

2400

QUOTA SPI 19

3.09° TCH 36

12 NM

7 NM

5.4 NM

CATEGORY	A	B	C	D
S-3	1120-1 524 (600-1)	1120-1¼ 524 (600-1¼)	1120-1½ 524 (600-1½)	1120-1¾ 524 (600-1¾)
CIRCLING	1140-1 543 (600-1)	1140-1¼ 543 (600-1¼)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

ELEV 597

TDZE 596

041° 5.4 NM from FAF

FAF to MAP 5.4 NM

REIL Rwy 3

MIRL Rwy 3-21 0

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LINCOLN, ILLINOIS
Amdt 7 10266

40° 10'N-89° 20'W

LINCOLN/LOGAN COUNTY (AAA)
VOR RWY 3

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LITCHFIELD MUNI (3LF) 2 SW UTC-6(-5DT) N39°09.75' W89°40.48'

ST. LOUIS

690 B S4 FUEL 100LL, JET A TPA-1490(800) NOTAM FILE 3LF

L-27C

RWY 18-36: 4003X75 (CONC) MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 23'. Tank. Rgt tfc.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 09-27: H3901X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road. Rgt tfc.

RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Road.

AIRPORT REMARKS: Attended 1400-2300Z†. Self svc 100LL fuel avbl 24 hrs. CAUTION: Aerobatic area 1700'-4200' MSL above arpt. MIRL Rwy 18-36 and Twy C preset low ints, increase ints and ACTIVATE MIRL Rwy 09-27 PAPI and REIL Rwy 09, Rwy 27, Rwy 18, and Rwy 36, twy lgts—CTAF. REIL Rwy 09 and Rwy 27 OTS indef. NOTE: See Special Notices—Aerobatic Practice Area in Illinois.

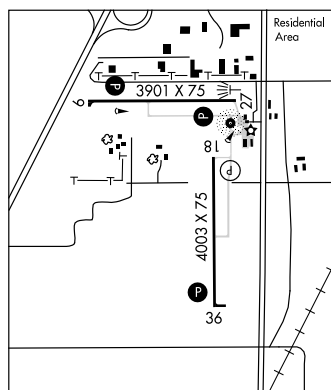
WEATHER DATA SOURCES: AWOS-3 118.175 (217) 324-4735.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® ST LOUIS APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62' W89°09.75' 276° 24.3 NM to fld. 604/4E.

NDB (MHW) 371 LTD N39°09.92' W89°40.53' at fld. SHUTDOWN.

**LOGAN CO** (See LINCOLN)**LOSTANT****HARTENBOWER HECTARES** (2V3) 5 NW UTC-6(-5DT) N41°10.89' W89°08.80'

CHICAGO

733 B FUEL 100LL, MOGAS NOTAM FILE IKK

RWY 18-36: 2413X100 (TURF) LIRL (NSTD)

RWY 18: Crops.

RWY 36: Road.

AIRPORT REMARKS: Attended on call 815-882-2371/2573. ACTIVATE LIRL Rwy 18-36—CTAF. ACTIVATE rotating bcn—CTAF. Rwy 18-36 NSTD LIRL; lgt ints varies.

COMMUNICATIONS: CTAF/UNICOM 122.7.**LUKOW** N41°01.07' W87°54.22' NOTAM FILE IKK.**NDB (LOM)** 272 IK 039° 4.1 NM to Greater Kankakee.**MACOMB MUNI** (MQB) 3 N UTC-6(-5DT) N40°31.21' W90°39.14'

CHICAGO

707 B FUEL 100LL TPA-1507(800) NOTAM FILE MQB

H-5D, L-27B

RWY 09-27: H5101X100 (ASPH) S-18, D-21 HIRL 0.5% up W

IAP

RWY 09: VASI(V2L)—GA 3.0° TCH 25'.

RWY 27: REIL. VASI(V2L)—GA 3.0° TCH 25'.

RWY 18-36: 3719X190 (TURF) 0.3% up N

RWY 18: Tree.

RWY 36: Road.

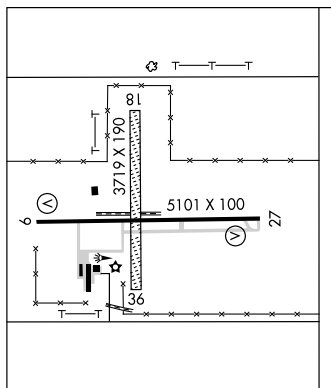
AIRPORT REMARKS: Attended 1400-2300Z†. Rwy 18-36 seasonal, Nov 1-May 1 ctc arpt manager 309-833-3324. HIRL Rwy 09-27 preset low ints, to ACTIVATE higher ints and REIL Rwy 27 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (309) 837-4022.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RCO** 122.15 (KANKAKEE RADIO)**CHICAGO CENTER APP/DEP CON** 135.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.**BURLINGTON (L) VORTACW** 111.4 BRL Chan 51 N40°43.40'W90°55.55' 129° 17.5 NM to fld. 730/5E. **HIWAS**

NDB (MHW) 251 JZY N40°31.10' W90°33.63' 270° 4.2 NM to fld. NDB unmonitored 2300-1400Z†.

ILS 110.3 I-MQB Rwy 27. Localizer only.

LOC unmonitored 2300-1400Z†.

**MANITO MITCHELL** (See Manito)

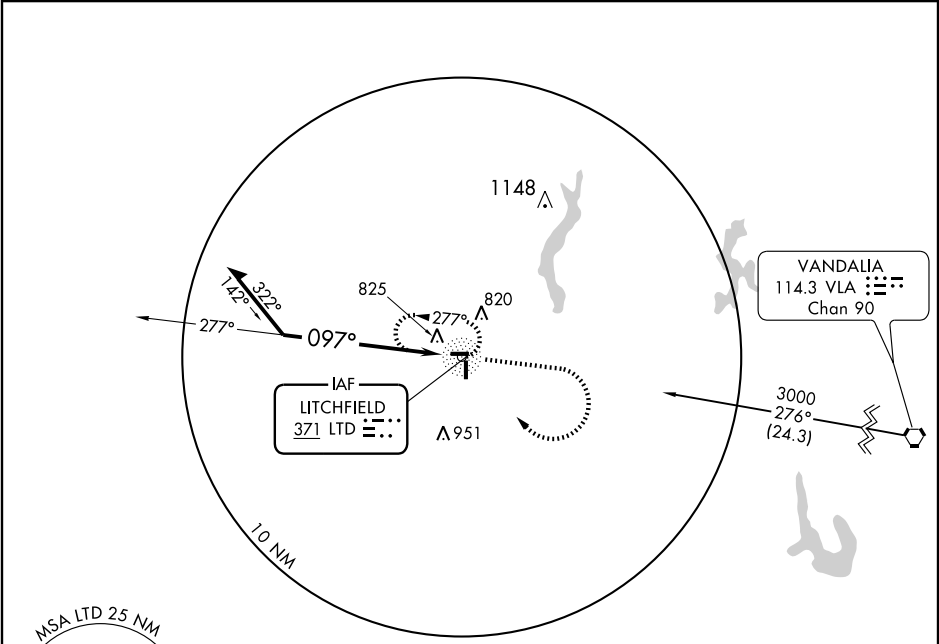
NDB LTD	APP CRS	Rwy Idg	3901
371	097°	TDZE	690
		Apt Elev	690

NDB RWY 9
LITCHFIELD MUNI (3LF)

NA If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 3000 then right turn direct LTD NDB and hold.

AWOS-3 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

2300 → 277° → NDB 3000

2300 → 097° → LTD 371

CATEGORY	A	B	C	D
S-9	1280-1	590 (600-1)	1280-1½ 590 (600-1½)	NA
CIRCLING	1280-1	590 (600-1)	1280-1½ 590 (600-1½)	NA

ELEV 690

TDZE 690

720

3901 X 75

81

4003 X 75

36

MIRL Rwy 9-27 0

MIRL Rwy 18-36

REIL Rwy 9, 18, 27, and 36 0

EC-3, 21 OCT 2010 to 18 NOV 2010

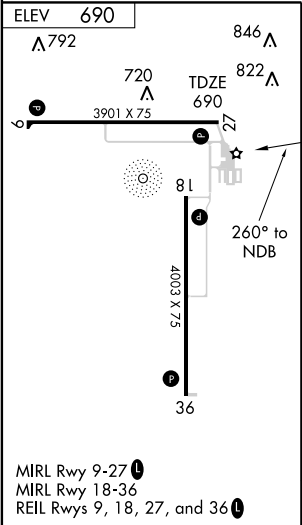
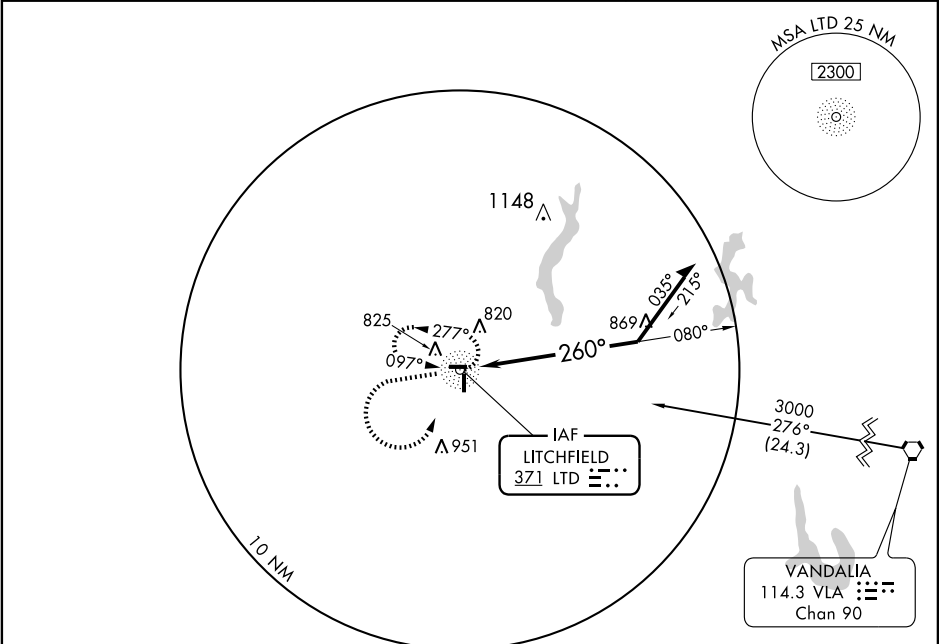
EC-3, 21 OCT 2010 to 18 NOV 2010

NDB LTD	APP CRS	Rwy Idg
371	260°	3901
		TDZE
		690
		Apt Elev
		690

NDB RWY 27
LITCHFIELD MUNI (3LF)

<p>⚠ NA</p> <p>If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.</p>	<p>MISSED APPROACH: Climb to 3000 then left turn direct LTD NDB and hold.</p>
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AWOS-3 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0
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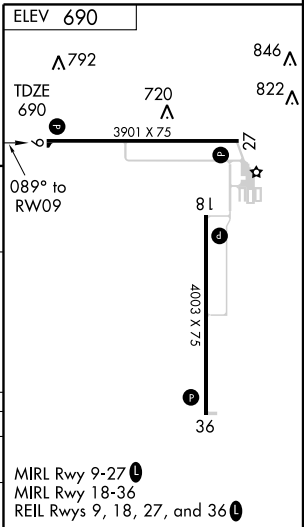
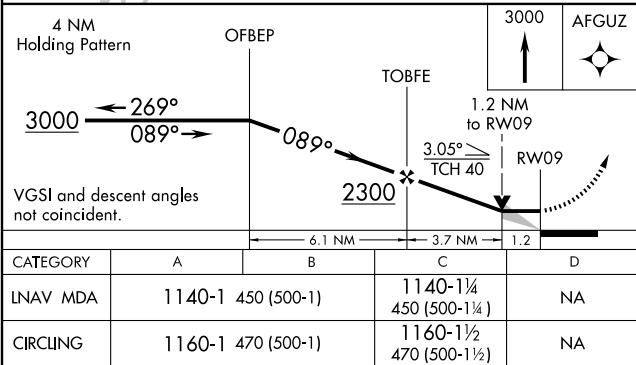
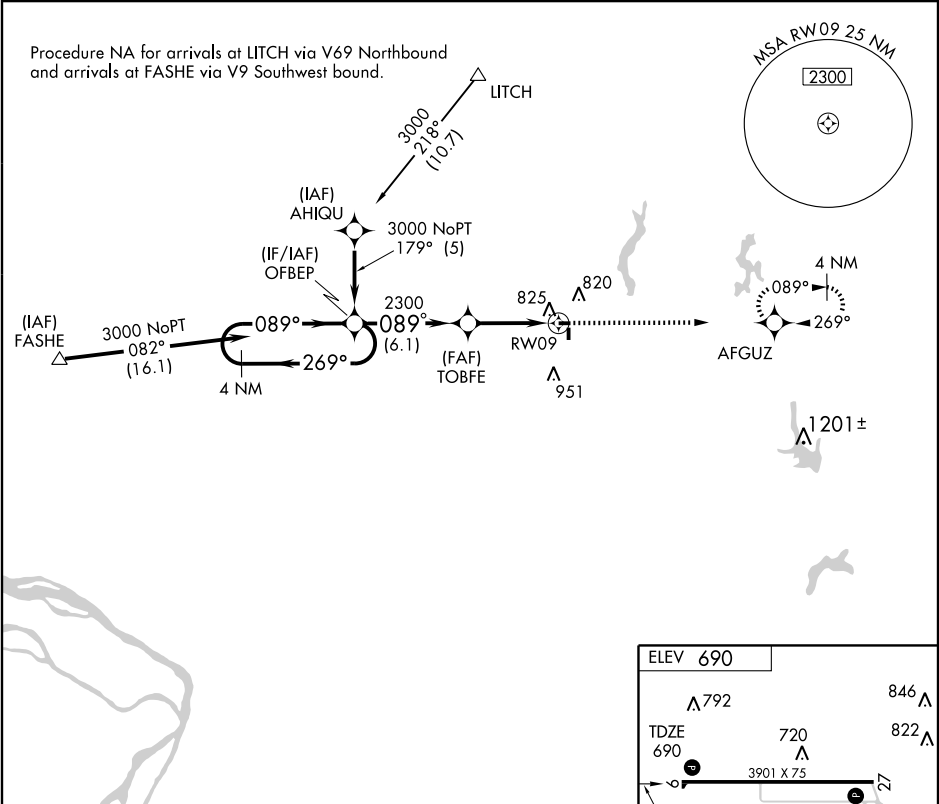
<p>3000</p> <p>LTD 371</p> <p>NDB</p> <p>3000</p> <p>080°</p> <p>2300</p> <p>260°</p> <p>Remain within 10 NM</p>				
CATEGORY	A	B	C	D
S-27	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA
CIRCLING	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA

APP CRS 089°	Rwy Idg	3901
	TDZE	690
	Apt Elev	690

RNAV (GPS) RWY 9
LITCHFIELD MUNI (3LF)

<p>NA</p> <p>If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct AFGUZ and hold.</p>
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<p>AWOS-3 118.175</p>	<p>ST. LOUIS APP CON 124.2 353.9</p>	<p>UNICOM 122.8 (CTAF)</p>
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

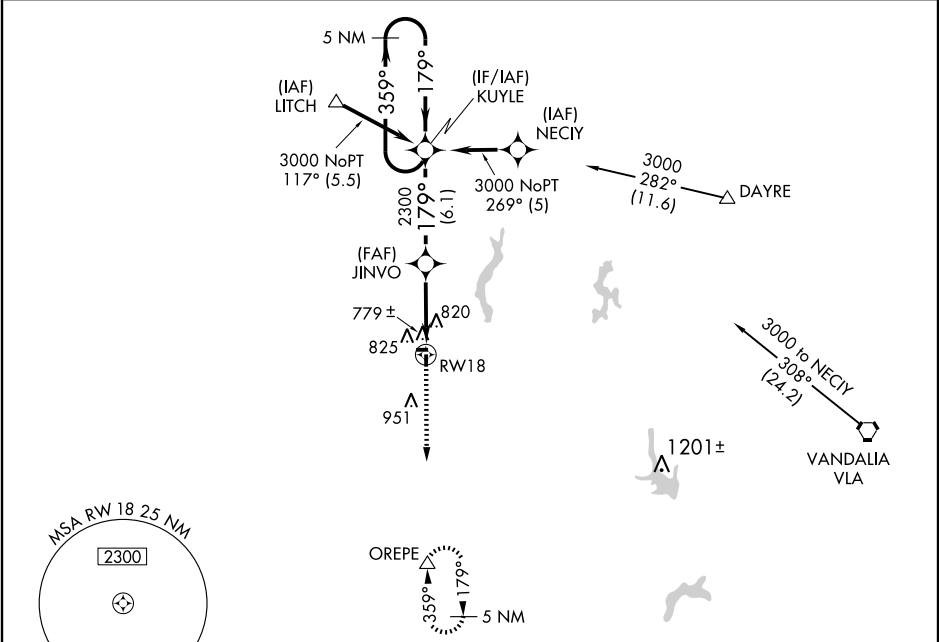
WAAS CH 58203 W18A	APP CRS 179°	Rwy Idg TDZE 685 Apt Elev 690	4003
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RNAV (GPS) RWY 18
LITCHFIELD MUNI (3LF)

⚠ If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OREPE and hold.

AWOS-3 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 📻
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<div><div>5 NM Holding Pattern</div><div><div>KUYLE</div><div>JINVO</div><div>RW18</div></div><div><div>3000</div><div>359°</div><div>179°</div><div>179°</div><div>2300</div><div>6.1 NM</div><div>3.7 NM</div><div>1.2 NM</div></div><div><div>*LNAV Only</div><div>3000</div><div>OREPE</div><div>*1.2 NM to RW18</div></div></div>				
CATEGORY	A	B	C	D
LPV DA	997-1 312 (400-1)			NA
LNAV/VNAV DA	1112-1½ 427 (500-1½)			NA
LNAV MDA	1100-1 415 (500-1)		1100-1¼ 415 (500-1¼)	NA
CIRCLING	1160-1 470 (500-1)		1160-1½ 470 (500-1½)	NA

ELEV 690

179° to RW18

846

822

792

720

3901 X 75

27

81

36

TDZE 685

4003 X 75

MIRL Rwy 9-27

MIRL Rwy 18-36

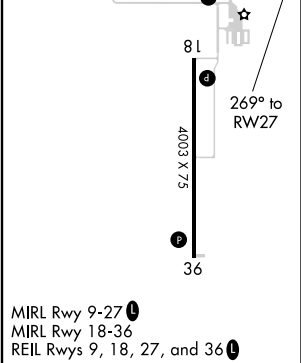
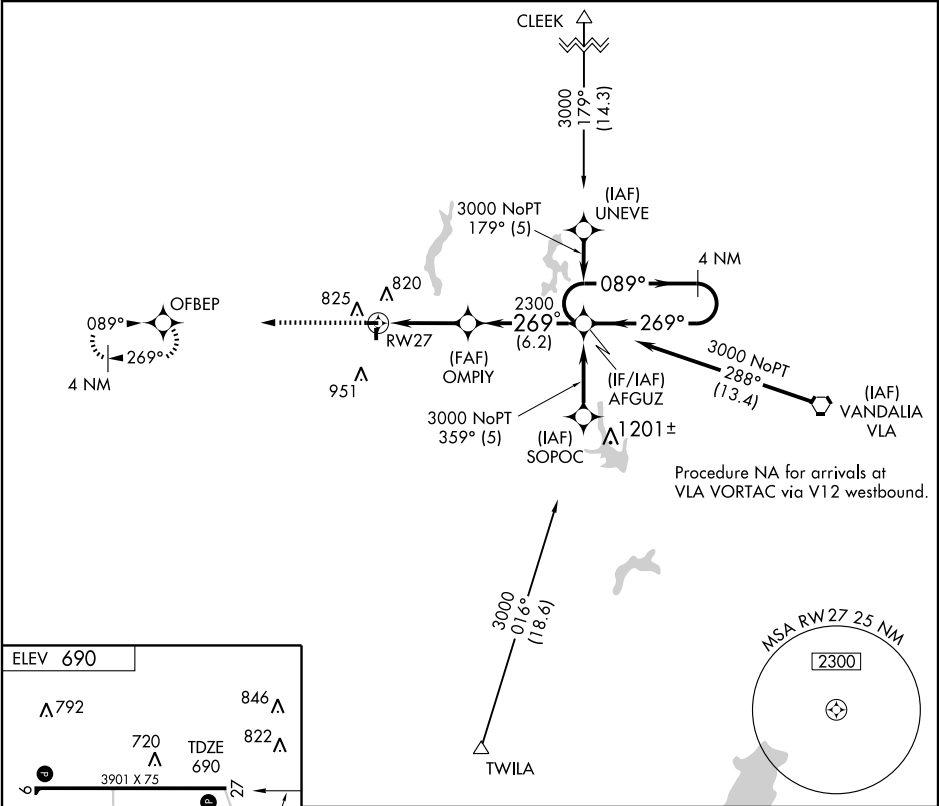
REIL Rwys 9, 18, 27, and 36

APP CRS	Rwy Idg	3901
269°	TDZE	690
	Apt Elev	690

RNAV (GPS) RWY 27
LITCHFIELD MUNI (3LF)

<p>▽ NA</p> <p>If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct OFBEP and hold.</p>
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AWOS-3 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0
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3000	OFBEP	OMPY	AFGUZ	4 NM Holding Pattern
0.8 NM to RW27	0.8	4 NM	6.2 NM	
0.8	4 NM	6.2 NM		
CATEGORY	A	B	C	D
LNAV MDA	1100-1	410 (500-1)	1100-1¼ 410 (500-1¼)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA

WAAS CH 40403 W36A	APP CRS 359°	Rwy Idg TDZE 682 Apt Elev 690	4003
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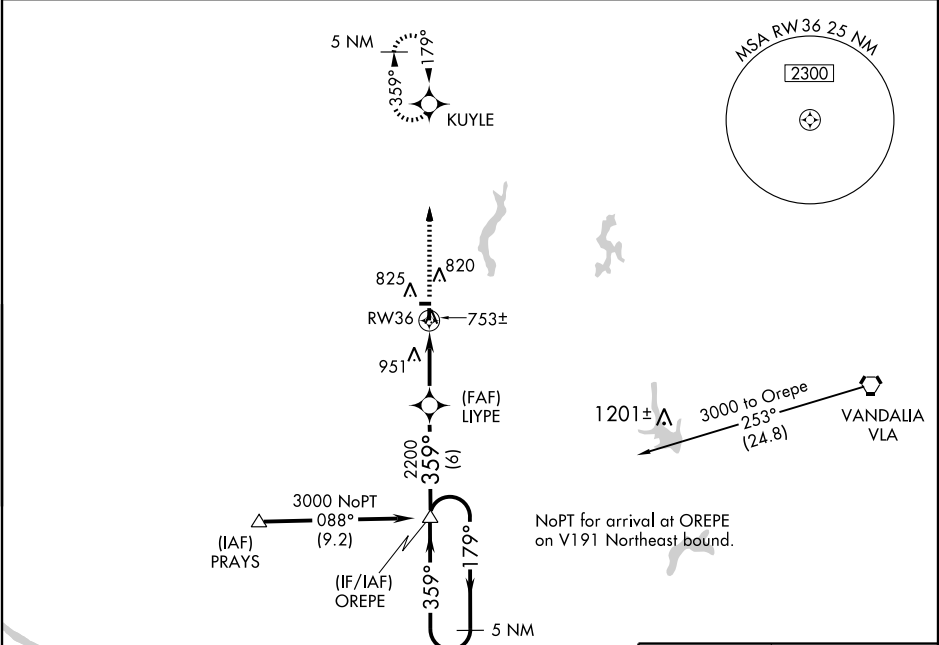
RNAV (GPS) RWY 36

LITCHFIELD MUNI (3LF')

If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KUYLE and hold.

AWOS-3 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern

OREPE

3000 ← 179°
→ 359°

GS 3.00°
TCH 40

VGS1 and RNAV glidepath not coincident.

LIYPE

2200

6 NM

2.9 NM

1.7 NM

RW36

3000 KUYLE

*LNAV Only

*1.7 NM to RW36

ELEV 690

MIRL Rwy 9-27

MIRL Rwy 18-36

REIL Rlys 9, 18, 27, and 36

792

720

3901 X 75

846

822

27

81

4003 X 75

TDZE 682

36

359° to RW36

CATEGORY	A	B	C	D
LPV DA	958-1 276 (300-1)			NA
LNAV/VNAV DA	1013-1¼ 331 (400-1¼)			NA
LNAV MDA	1260-1 578 (600-1)	1260-1½ 578 (600-1½)		NA
CIRCLING	1260-1 570 (600-1)	1260-1½ 570 (600-1½)		NA

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LITCHFIELD MUNI (3LF) 2 SW UTC-6(-5DT) N39°09.75' W89°40.48'

ST. LOUIS

690 B S4 FUEL 100LL, JET A TPA-1490(800) NOTAM FILE 3LF

L-27C

RWY 18-36: 4003X75 (CONC) MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 23'. Tank. Rgt tfc.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 09-27: H3901X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road. Rgt tfc.

RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Road.

AIRPORT REMARKS: Attended 1400-2300Z†. Self svc 100LL fuel avbl 24 hrs. CAUTION: Aerobatic area 1700'-4200' MSL above arpt. MIRL Rwy 18-36 and Twy C preset low ints, increase ints and ACTIVATE MIRL Rwy 09-27 PAPI and REIL Rwy 09, Rwy 27, Rwy 18, and Rwy 36, twy lgts—CTAF. REIL Rwy 09 and Rwy 27 OTS indef. NOTE: See Special Notices—Aerobatic Practice Area in Illinois.

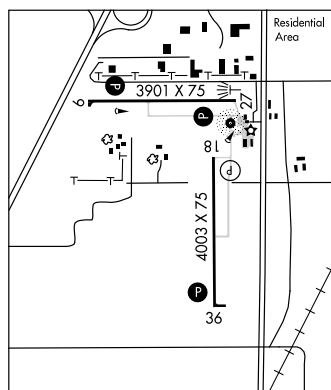
WEATHER DATA SOURCES: AWOS-3 118.175 (217) 324-4735.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® ST LOUIS APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62' W89°09.75' 276° 24.3 NM to fld. 604/4E.

NDB (MHW) 371 LTD N39°09.92' W89°40.53' at fld. SHUTDOWN.

**LOGAN CO** (See LINCOLN)**LOSTANT****HARTENBOWER HECTARES** (2V3) 5 NW UTC-6(-5DT) N41°10.89' W89°08.80'

CHICAGO

733 B FUEL 100LL, MOGAS NOTAM FILE IKK

RWY 18-36: 2413X100 (TURF) LIRL (NSTD)

RWY 18: Crops. RWY 36: Road.

AIRPORT REMARKS: Attended on call 815-882-2371/2573. ACTIVATE LIRL Rwy 18-36—CTAF. ACTIVATE rotating bcn—CTAF. Rwy 18-36 NSTD LIRL; lgt ints varies.

COMMUNICATIONS: CTAF/UNICOM 122.7.**LUKOW** N41°01.07' W87°54.22' NOTAM FILE IKK.**NDB (LOM)** 272 IK 039° 4.1 NM to Greater Kankakee.**MACOMB MUNI** (MQB) 3 N UTC-6(-5DT) N40°31.21' W90°39.14'

CHICAGO

707 B FUEL 100LL TPA-1507(800) NOTAM FILE MQB

H-5D, L-27B

RWY 09-27: H5101X100 (ASPH) S-18, D-21 HIRL 0.5% up W

IAP

RWY 09: VASI(V2L)—GA 3.0° TCH 25'.

RWY 27: REIL. VASI(V2L)—GA 3.0° TCH 25'.

RWY 18-36: 3719X190 (TURF) 0.3% up N

RWY 18: Tree. RWY 36: Road.

AIRPORT REMARKS: Attended 1400-2300Z†. Rwy 18-36 seasonal, Nov 1-May 1 ctc arpt manager 309-833-3324. HIRL Rwy 09-27 preset low ints, to ACTIVATE higher ints and REIL Rwy 27 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (309) 837-4022.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.15 (KANKAKEE RADIO)

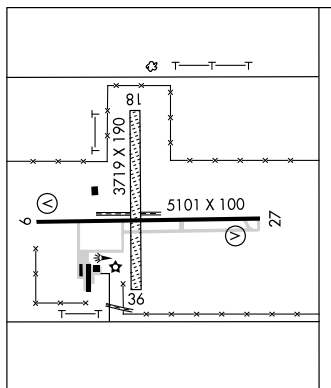
CHICAGO CENTER APP/DEP CON 135.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40' W90°55.55' 129° 17.5 NM to fld. 730/5E. **HIWAS**

NDB (MHW) 251 JZY N40°31.10' W90°33.63' 270° 4.2 NM to fld. NDB unmonitored 2300-1400Z†.

ILS 110.3 I-MQB Rwy 27. Localizer only.

LOC unmonitored 2300-1400Z†.

**MANITO MITCHELL** (See Manito)

APP CRS 089°	Rwy Idg TDZE Apt Elev	5101 707 707
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RNAV (GPS) RWY 9

MACOMB MUNI (MQB)

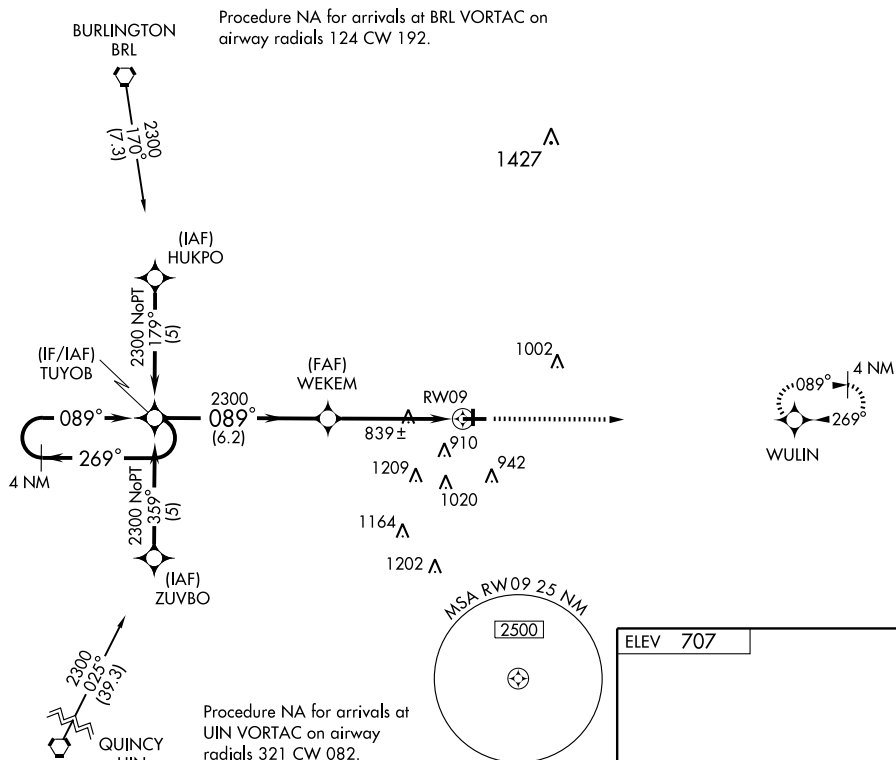
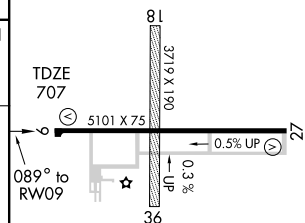
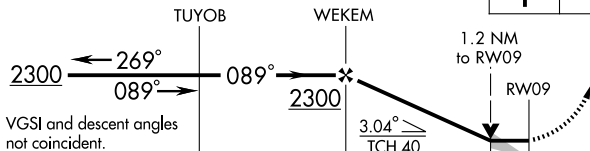
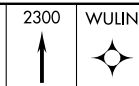


DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet. VDP NA with Burlington altimeter setting.

MISSED APPROACH: Climb to 2300 direct WULIN and hold.

AWOS-3
119.025

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) **L**4 NM
Holding Pattern

CATEGORY	A	B	C	D
LNAV MDA	1100-1 393 (400-1)			1100-1¼ 393 (400-1¼)
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

REIL Rwy 27 **L**
HIRL Rwy 9-27 **L**

APP CRS	Rwy Idg	5101
269°	TDZE	688
	Apt Elev	707

RNAV (GPS) RWY 27
MACOMB MUNI (MQB)

MACOMB MUNI (MQB)



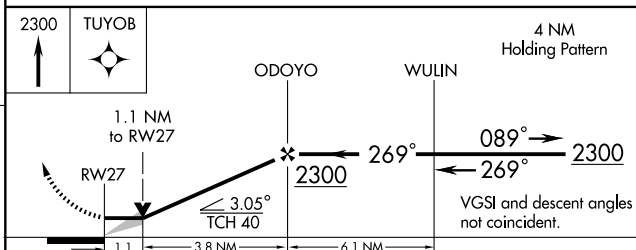
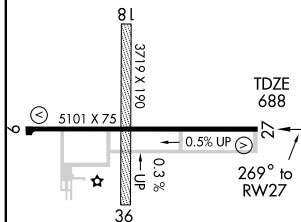
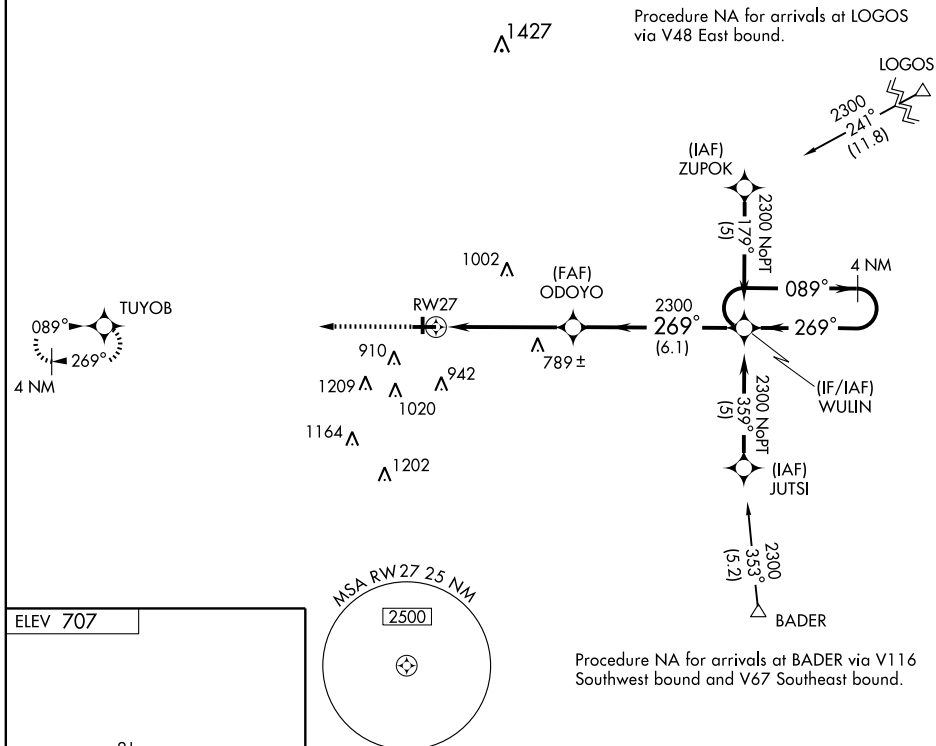
DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet. VDP NA with Burlington altimeter setting.

MISSED APPROACH: Climb to 2300
direct TUYOB and hold.

AWOS-3
119.025

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) **L**

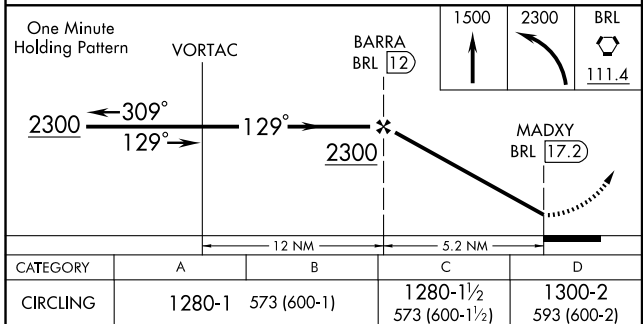
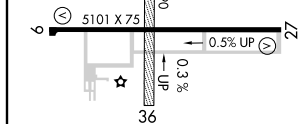
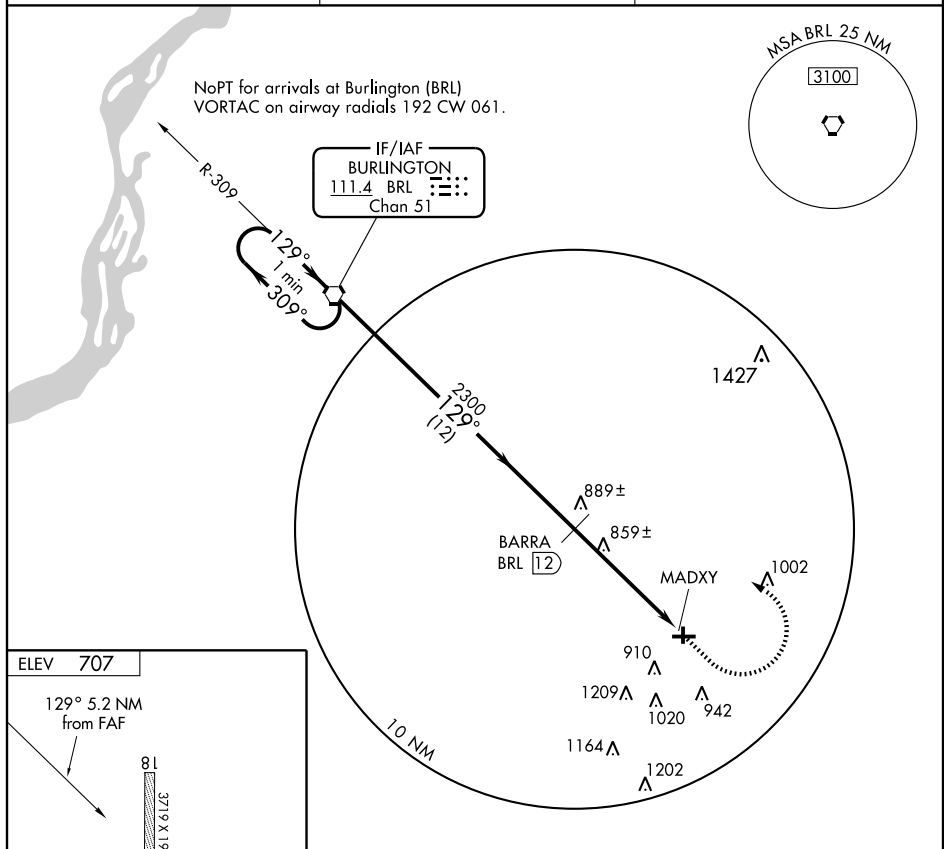


CATEGORY	A	B	C	D
LNAV MDA	1040-1 352 (400-1)			1040-1¼ 352 (400-1¼)
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

VOR/DME-A
MACOMB MUNI (MQB)

- T** When local altimeter setting not received, use Burlington, IA altimeter setting and increase all MDA 80 feet and Circling Cat C and D visibility $\frac{1}{4}$ mile.
- MISSED APPROACH:** Climb to 1500 then climbing left turn to 2300 direct BRL VORTAC and hold.

AWOS-3 119.025	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) ①
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

MANITO

MANITO MITCHELL (C45) 3 N UTC-6(-5DT) N40°29.36' W89°46.69'

501 TPA-1301(800) NOTAM FILE IKK

Rwy 04-22: H2784X40 (ASPH) LIRL (NSTD)

Rwy 04: Thld dsplcd 175'. Tree.

Rwy 22: Thld dsplcd 448'. Pole.

Rwy 18-36: 2188X40 (ASPH-TURF)

Rwy 18: Thld dsplcd 700'. Tree.

Rwy 36: Thld dsplcd 80'. Tree.

AIRPORT REMARKS: Attended irregularly. Rwy 18-36 grass growing thru cracks in blacktop. Rwy 18-36 has 895' X 40' asph strip superimposed on N end. For NSTD LIRL Rwy 04-22 call 309-545-2281 after dark or emergency. Rwy 04-22 NSTD LIRL between dsplcd thlds; fixture spacing and lgt ints varies. All dsplcd thlds marked with white tires. Acft taking off on Rwy 36 cannot see AER 22 when crops grow high.

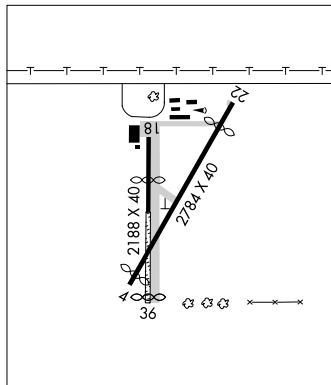
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ PEORIA APP/DEP CON 124.675

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 173° 11.5 NM to fld. 730/4E.



CHICAGO
L-27C
IAP

MARION N37°45.26' W89°00.70' NOTAM FILE MWA.

(L) VOR/DME 110.4 MWA Chan 41 at Williamson Co Rgnl. 468/4E

DME unusable 030°-140° byd 20 NM blo 3500'.

RCO 122.1R 110.4T (ST LOUIS RADIO).

ST LOUIS
H-5E, L-16H

MARION

WILLIAMSON CO RGNL (MWA) 4 W UTC-6(-5DT) N37°45.30' W89°00.67'

472 B S4 FUEL 100LL, JET A Class II, ARFF Index A NOTAM FILE MWA

Rwy 02-20: H8002X150 (ASPH-PFC) S-80, D-95, 2S-121, 2D-140 HIRL

Rwy 02: REIL. VASI(V4L)-GA 3.5° TCH 34'. Trees.

Rwy 20: MALSR. Tree.

Rwy 11-29: H4997X100 (ASPH-CONC-GRVD) S-45, D-55, 2D-100 MIRL 0.3% up SE

Rwy 11: REIL. PAPI(P4L)-GA 3.0° TCH 25'. Tree.

Rwy 29: REIL. PAPI(P4L)-GA 3.0° TCH 25'. Sign.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
Rwy 20	11-29	6650
Rwy 29	02-20	4650

AIRPORT REMARKS: Attended continuously. Acft svc hrs 1230-0400Z±, other hrs call 618-993-2764. Migratory waterfowl and deer on and invof arpt. First 1200' of Rwy 29 CONC GRVD. 72 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 618-993-3353. HIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 20, MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29, and VASI Rwy 02-CTAF. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

WEATHER DATA SOURCES: AWOS-3 119.675 (618) 942-8877. SAWRS.

COMMUNICATIONS: CTAF 126.9 UNICOM 122.95

MARION RCO 122.1R 110.4T (ST LOUIS RADIO)

Ⓡ KANSAS CITY CENTER APP/DEP CON 125.3 CLNC DEL 125.3 (during hrs when twr clsd.)

MARION TOWER 126.9 (1300-0100Z±) GND CON 121.7

AIRSPACE: CLASS D svc 1300-0100Z± other times CLASS E.

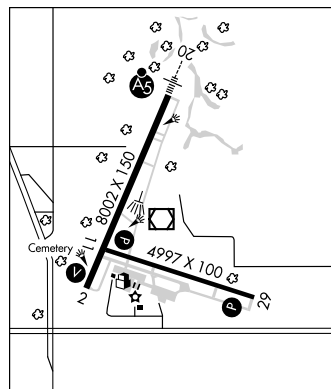
RADIO AIDS TO NAVIGATION: NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' at fld. 468/4E.

JONNY NDB (LOM) 382 MW N37°50.35' W88°58.25' 200° 5.4 NM to fld.

ILS 109.3 I-MWA Rwy 20. Class IA. LOM JONNY NDB. MM OTS indef.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 Not avbl at twr. SAWRS available on req, call (618) 993-3921.



ST LOUIS
H-5E, L-16H
IAP, AD

MARSHALL CO (See LACON)

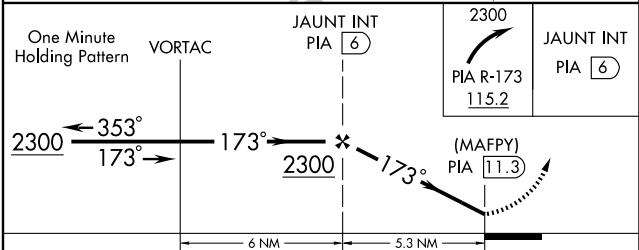
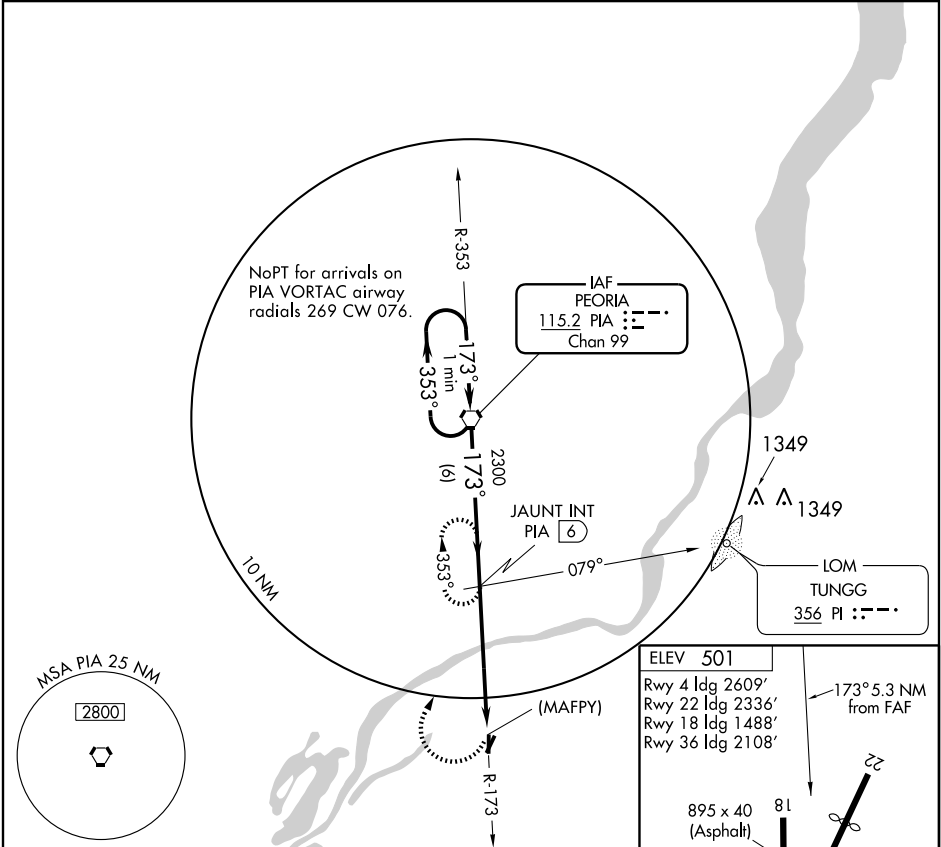
VORTAC PIA 115.2 Chan 99	APP CRS 173°	Rwy ldg TDZE Apt Elev N/A N/A 501
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VOR or GPS-A
MANITO MITCHELL (C45)

▼ Use Peoria altimeter setting. DME or ADF REQUIRED.
▲ NA CAUTION: 550' pole lines 100 feet from Rwy 22 threshold.
Procedure not authorized at night except by prior arrangement for runway lights.

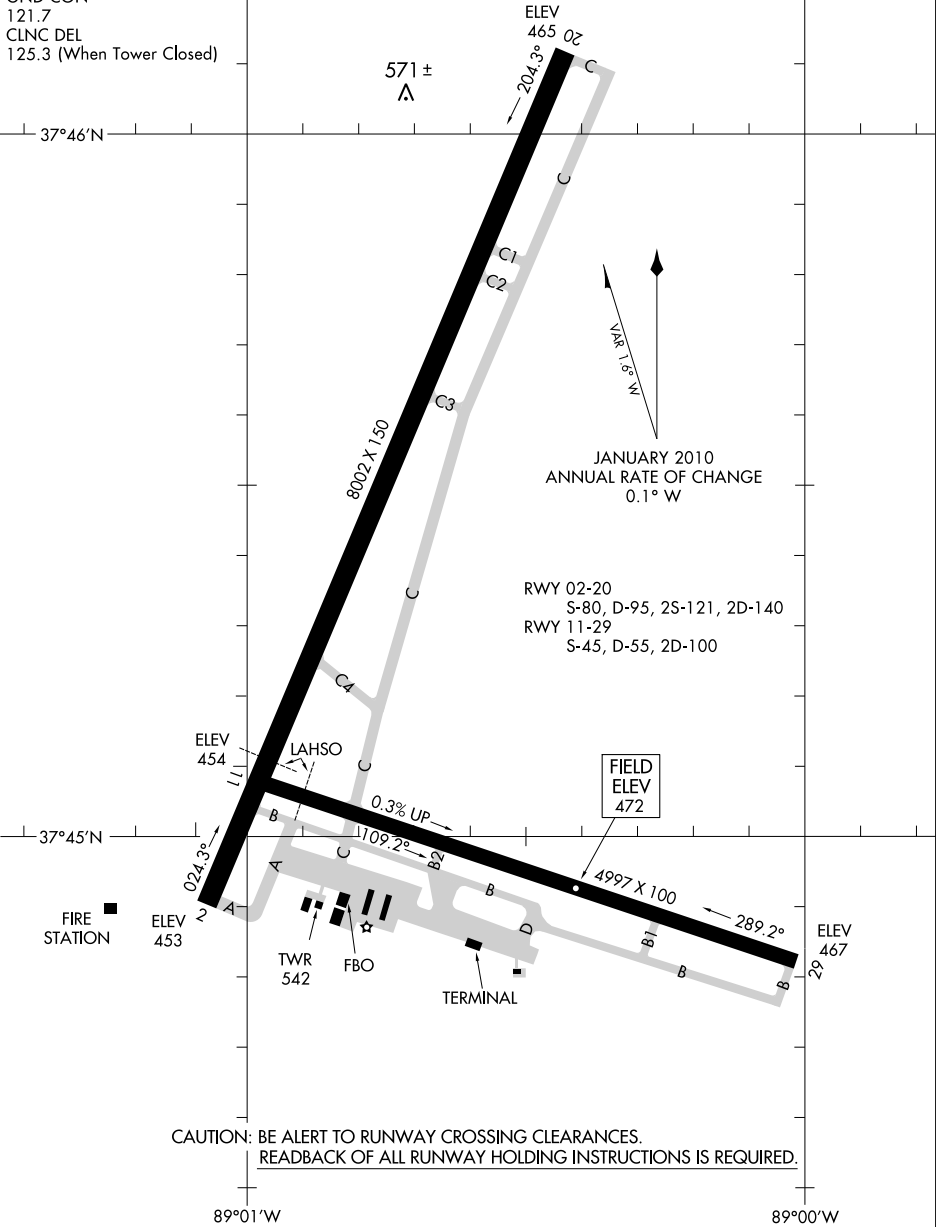
MISSED APPROACH: Climbing right turn to 2300 via PIA R-173 to JAUNT Int 6 DME and hold.

PEORIA APP CON 124.675 269.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 5.3 NM
CIRCLING	1040-1	530 (600-1)	1040-1½ 530 (600-1½)	NA	Knots 60 90 120 150 180 Min:Sec 5:18 3:32 2:39 2:07 1:46

AWOS-3
119.675
MARION TOWER ★
126.9
GND CON
121.7
CLNC DEL
125.3 (When Tower Closed)



MANITO

MANITO MITCHELL (C45) 3 N UTC-6(-5DT) N40°29.36' W89°46.69'

CHICAGO
L-27C
IAP

501 TPA-1301(800) NOTAM FILE IKK

Rwy 04-22: H2784X40 (ASPH) LIRL (NSTD)

Rwy 04: Thld dsplcd 175'. Tree.

Rwy 22: Thld dsplcd 448'. Pole.

Rwy 18-36: 2188X40 (ASPH-TURF)

Rwy 18: Thld dsplcd 700'. Tree.

Rwy 36: Thld dsplcd 80'. Tree.

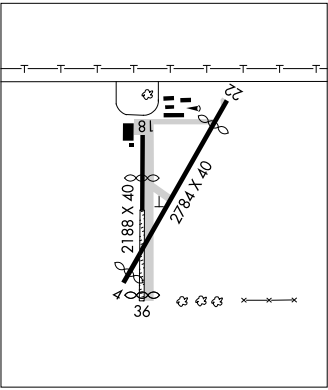
AIRPORT REMARKS: Attended irregularly. Rwy 18-36 grass growing thru cracks in blacktop. Rwy 18-36 has 895' X 40' asph strip superimposed on N end. For NSTD LIRL Rwy 04-22 call 309-545-2281 after dark or emergency. Rwy 04-22 NSTD LIRL between dsplcd thlds; fixture spacing and lgt ints varies. All dsplcd thlds marked with white tires. Acft taking off on Rwy 36 cannot see AER 22 when crops grow high.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PEORIA APP/DEP CON** 124.675

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 173° 11.5 NM to fld. 730/4E.



MARION N37°45.26' W89°00.70' NOTAM FILE MWA.

ST LOUIS
H-5E, L-16H

(L) **VOR/DME** 110.4 MWA Chan 41 at Williamson Co Rgnl. 468/4E

DME unusable 030°-140° byd 20 NM blo 3500'.

RCO 122.1R 110.4T (ST LOUIS RADIO).

MARION

WILLIAMSON CO RGNL (MWA) 4 W UTC-6(-5DT) N37°45.30' W89°00.67'

ST LOUIS
H-5E, L-16H
IAP, AD

472 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE MWA

Rwy 02-20: H8002X150 (ASPH-PFC) S-80, D-95, 2S-121, 2D-140 HIRL

Rwy 02: REIL. VASI(V4L)-GA 3.5° TCH 34'. Trees.

Rwy 20: MALSR. Tree.

Rwy 11-29: H4997X100 (ASPH-CONC-GRVD) S-45, D-55, 2D-100 MIRL 0.3% up SE

Rwy 11: REIL. PAPI(P4L)-GA 3.0° TCH 25'. Tree.

Rwy 29: REIL. PAPI(P4L)-GA 3.0° TCH 25'. Sign.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
Rwy 20	11-29	6650
Rwy 29	02-20	4650

AIRPORT REMARKS: Attended continuously. Acft svc hrs 1230-0400Z±, other hrs call 618-993-2764. Migratory waterfowl and deer on and invof arpt. First 1200' of Rwy 29 CONC GRVD. 72 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 618-993-3353. HIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 20, MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29, and VASI Rwy 02-CTAF. NOTE: See Special Notices-Aerobatic Practice Areas in Illinois.

WEATHER DATA SOURCES: AWOS-3 119.675 (618) 942-8877. SAWRS.

COMMUNICATIONS: CTAF 126.9 UNICOM 122.95

MARION RCO 122.1R 110.4T (ST LOUIS RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.3 **CLNC DEL** 125.3 (during hrs when twr clsd.)

MARION TOWER 126.9 (1300-0100Z±) **GND CON** 121.7

AIRSPACE: CLASS D svc 1300-0100Z± other times CLASS E.

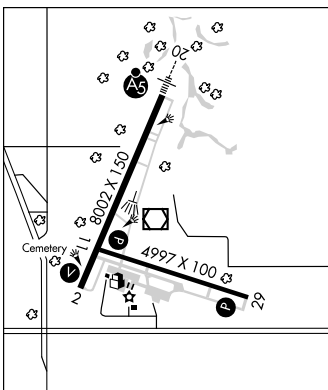
RADIO AIDS TO NAVIGATION: NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' at fld. 468/4E.

JONNY NDB (LOM) 382 MW N37°50.35' W88°58.25' 200° 5.4 NM to fld.

ILS 109.3 I-MWA Rwy 20. Class IA. LOM JONNY NDB. MM OTS indef.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 Not avbl at twr. SAWRS available on req, call (618) 993-3921.



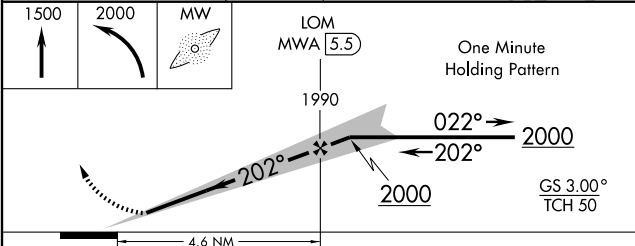
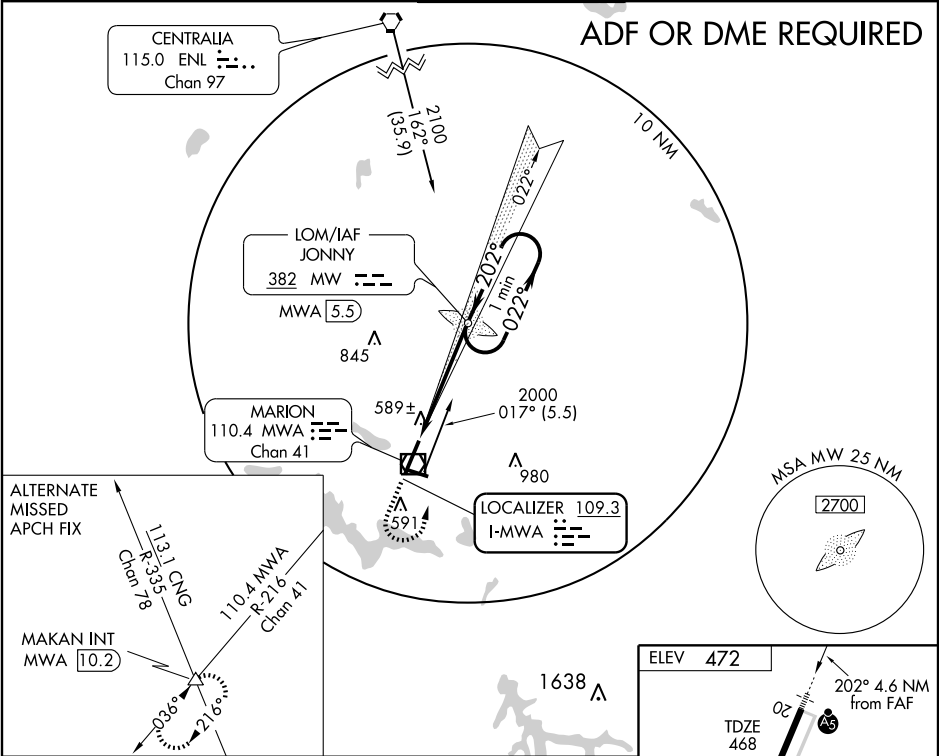
MARSHALL CO (See LACON)

LOC I-MWA 109.3	APP CRS 202°	Rwy Idg TDZE 468 Apt Elev 472
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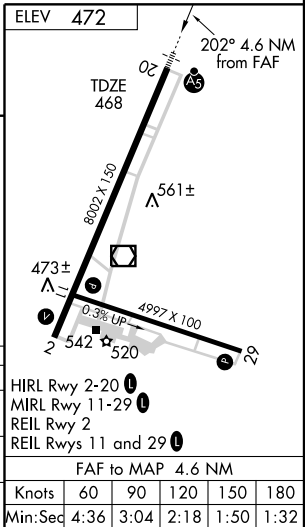
ILS or LOC RWY 20
MARION/ WILLIAMSON COUNTY RGNL (MWA)

⚠ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DA/MDAs 40 feet. ADF REQUIRED.	MALSR AS	MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JONNY LOM and hold.
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AWOS-3 119.675	KANSAS CITY CENTER 125.3 269.5	MARION TOWER ★ 126.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 20	668-½	200 (200-½)		
S-LOC 20	840-½	372 (400-½)	840-¾ 372 (400-¾)	
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)



LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

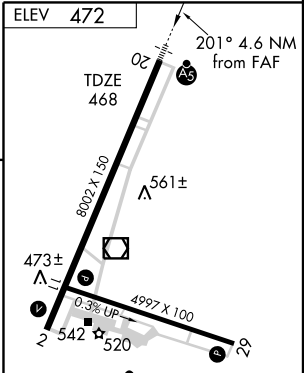
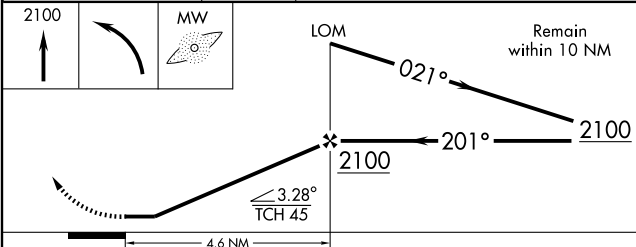
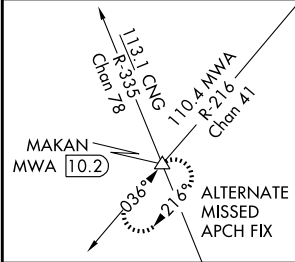
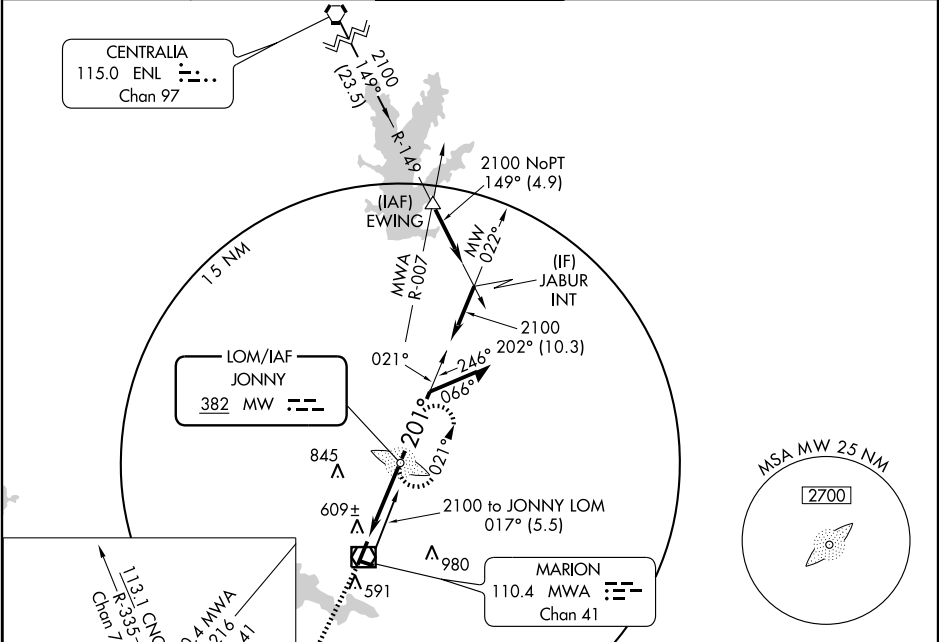
LOM MW	APP CRS	Rwy Idg	8002
382	201°	TDZE	468
		Apt Elev	472

NDB RWY 20

MARION/WILLIAMSON COUNTY RGNL (MWA)

 If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.	 MISSED APPROACH: Climb to 2100 then left turn direct MW LOM and hold.
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AWOS-3 119.675	KANSAS CITY CENTER 125.3 269.5	MARION TOWER ★ 126.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-20	920-3/4	452 (500-3/4)		920-1 1/4 452 (500-1 1/4)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1 1/2 468 (500-1 1/2)	1040-2 568 (600-2)

HIRL Rwy 2-20	0
MIRL Rwy 11-29	0
REIL Rwy 2	
REIL Rwy 11 and 29	0
FAF to MAP 4.6 NM	
Knots	60 90 120 150 180
Min:Seq	4:36 3:04 2:18 1:50 1:32

AL-5215 (FAA)

APP CRS	Rwy Idg	8002
022°	TDZE	467
	Apt Elev	472

RNAV (GPS) RWY 2

MARION/WILLIAMSON COUNTY RGNL (MWA)

T If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.
A Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

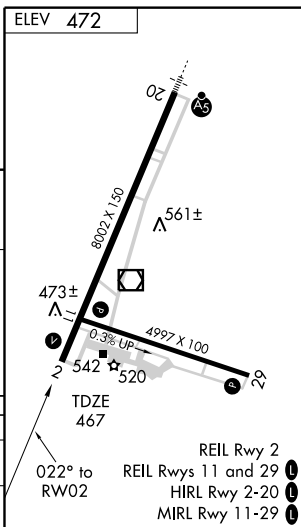
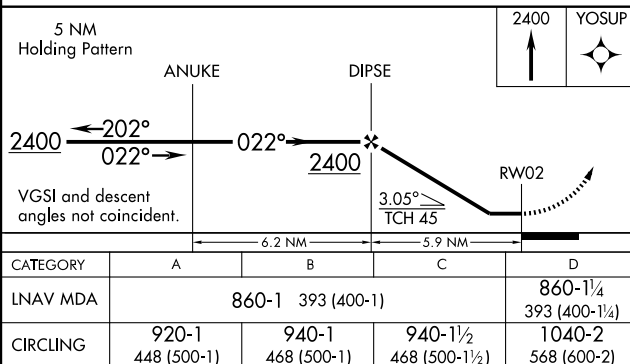
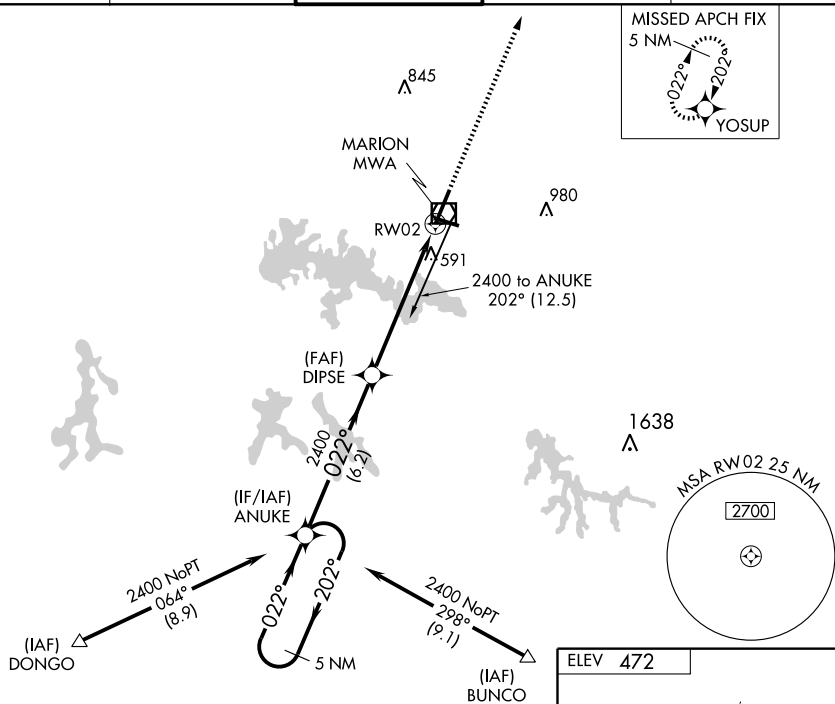
MISSED APPROACH: Climb to 2400 direct YOSUP and hold.

AWOS-3
119.675

KANSAS CITY CENTER
125.3 269.5

MARION TOWER ★
126.9 (CTAF) ①

GND CON
121 7

UNICOM
122.95MARION, ILLINOIS
Orig 10210

MARION/ WILLIAMSON COUNTY RGNL (MWA)

37°45'N - 89°01'W

RNAV (GPS) RWY 2

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010


MARION, ILLINOIS

AL-5215 (FAA)

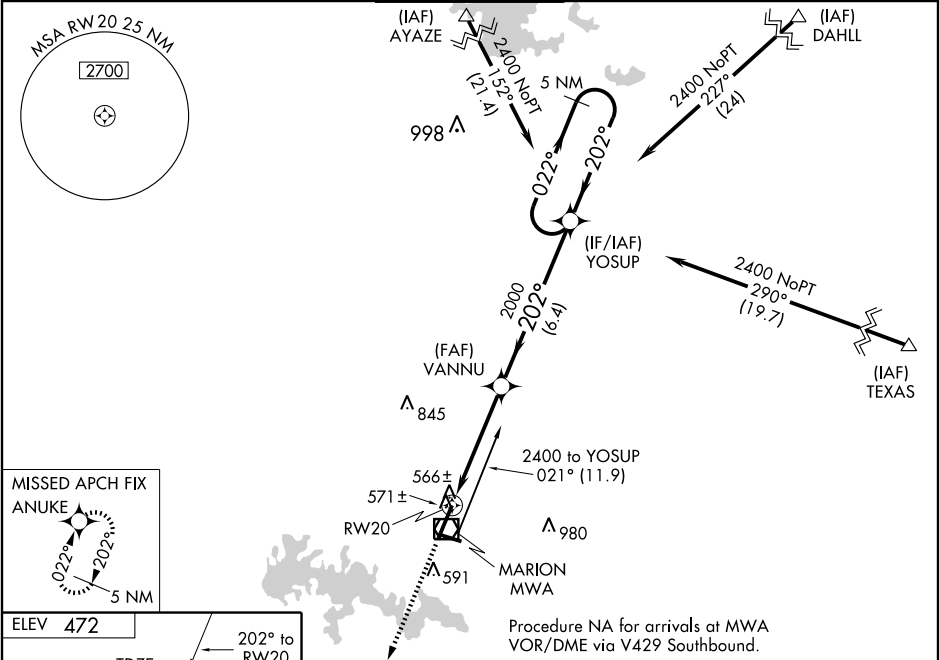
WAAS CH 57904 W20A	APP CRS 202°	Rwy Idg 8002 TDZE 468 Apt Elev 472
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RNAV (GPS) RWY 20

MARION/WILLIAMSON COUNTY RGNL (MWA)

<p>Baro-VNAV NA when using Carbondale-Murphysboro altimeter setting. If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DAs 36 feet and all MDAs 40 feet. For inoperative MALSR increase LNAV Cat D visibility to 1¼. VDP NA when using Carbondale-Murphysboro altimeter setting. DME/DME RNP-0.3 NA.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2400 direct ANUKE and hold.</p>
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AWOS-3 119.675	KANSAS CITY CENTER 125.3 269.5	MARION TOWER ★ 126.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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2400

↑

ANUKE

✦

YOSUP

5 NM Holding Pattern

*LNAV only

VANNU

202°

2000

202°

022°

2400

GS 3.00° TCH 50

1.1

3.5 NM

6.4 NM

RW20

1.1 NM to RW20

CATEGORY	A	B	C	D
LPV DA	718-½ 250 (300-½)			
LNAV/VNAV DA	851-¾ 383 (400-¾)			
LNAV MDA	860-½ 392 (400-½)			860-1 392 (400-1)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

MARION, ILLINOIS
Orig 10210

MARION/ WILLIAMSON COUNTY RGNL (MWA)
37°45'N - 89°01'W
RNAV (GPS) RWY 20

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AL-5215 (FAA)

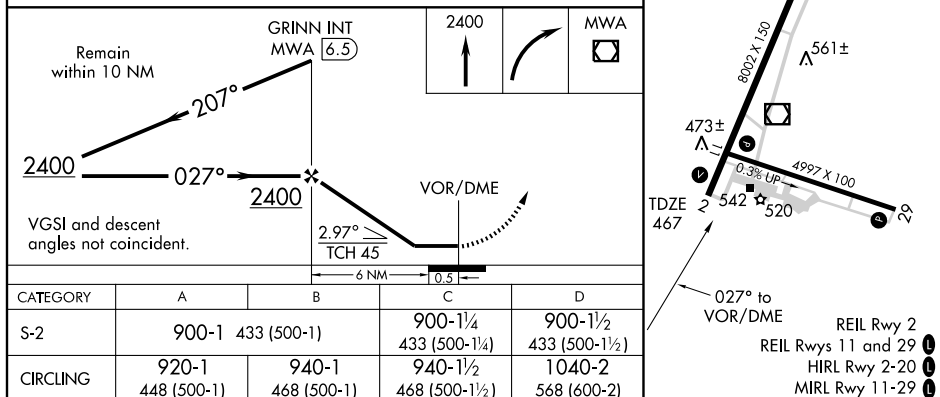
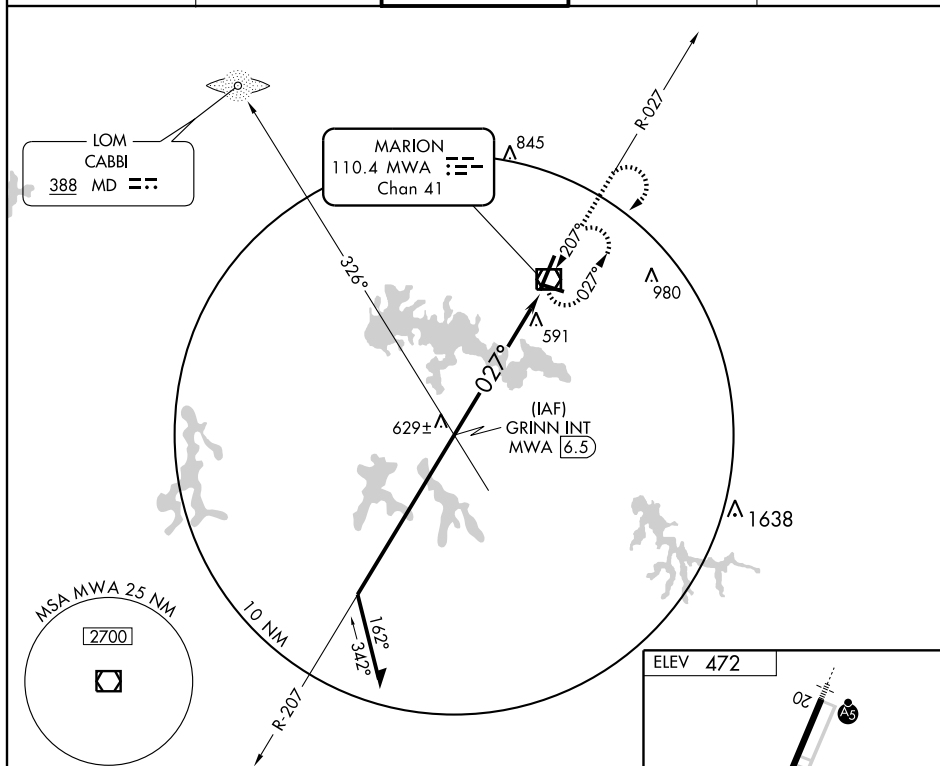
VOR/DME MWA 110.4 Chan 41	APP CRS 027°	Rwy Idg 8002 TDZE 467 Apt Elev 472
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VOR RWY 2
MARION/ WILLIAMSON COUNTY RGNL (MWA)

T If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.
A Visibility reduction by helicopters NA. ADF or DME Required.

MISSED APPROACH: Climb to 2400 then right turn direct MWA VOR/DME and hold.

AWOS-3 119.675	KANSAS CITY CENTER 125.3 269.5	MARION TOWER ★ 126.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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MARION, ILLINOIS
Amdt 13 10210

MARION/ WILLIAMSON COUNTY RGNL (MWA)
37°45'N - 89°01'W
VOR RWY 2

AL-5215 (FAA)

VOR/DME MWA 110.4 Chan 41	APP CRS 190°	Rwy Idg 8002 TDZE 468 Apt Elev 472
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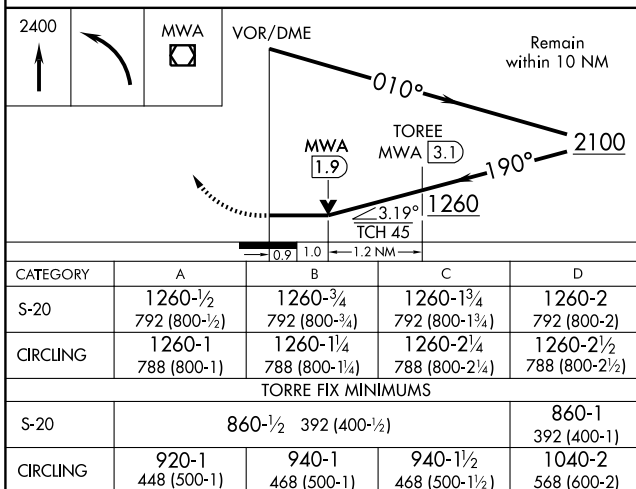
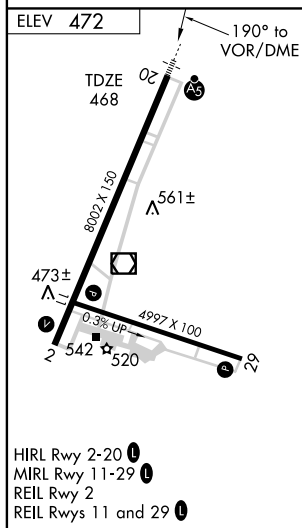
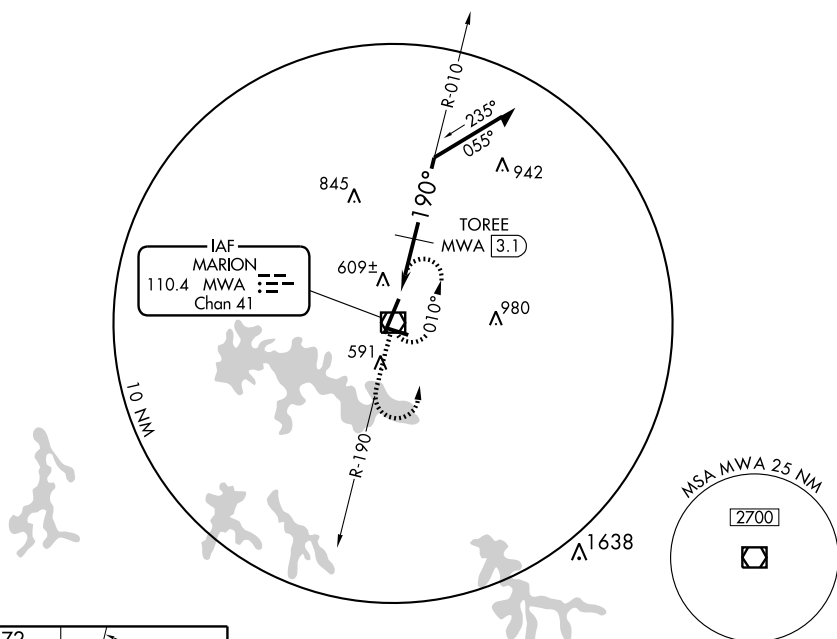
VOR RWY 20
MARION/WILLIAMSON COUNTY RGNL (MWA)

T If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet. VDP NA when using Carbondale-Murphysboro altimeter setting. **A** TORRE Fix Minimums: For inoperative MALS increase S-20 Cat D visibility to 1¼.

MALSR
A5

MISSED APPROACH: Climb to 2400 then left turn direct MWA VOR/DME and hold.

AWOS-3 119.675	KANSAS CITY CENTER 125.3 269.5	MARION TOWER ★ 126.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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MARION, ILLINOIS
Amdt 17 10210

MARION/ WILLIAMSON COUNTY RGNL (MWA)
37°45'N - 89°01'W
VOR RWY 20

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

MATTOON N39°28.68' W88°17.16' NOTAM FILE STL.
 (L) VOR/DME 109.4 MTO Chan 31 at Coles Co Mem. 720/3E. ASOS.
 DME unusable 100°–260° byd 30 NM blo 3500'.
 RCO 123.6R 109.4T (ST LOUIS RADIO)

ST LOUIS
 L-27C

MATTOON/CHARLESTON

COLES CO MEM (MTO) 4 E UTC-6(-5DT) N39°28.68' W88°16.76'
 722 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MTO
RWY 11-29: H6501X150 (CONC-GRVD) S-100, D-180, 2S-175, 2D-280 HIRL
RWY 11: REIL. Rgt tfc. **RWY 29:** MALSR. Tree.
RWY 06-24: H5799X100 (ASPH-GRVD) S-50, D-70, 2S-89,
 2D-117 MIRL
RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 41'. Tree. Rgt tfc.
RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 46'.
RWY 18-36: 1080X250 (TURF)
RWY 18: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-5799 TODA-5799 ASDA-5799 LDA-5799
RWY 11: TORA-6501 TODA-6501 ASDA-6501 LDA-6501
RWY 18: TORA-1080 TODA-1080 ASDA-1080 LDA-1080
RWY 24: TORA-5799 TODA-5799 ASDA-5799 LDA-5799
RWY 29: TORA-6501 TODA-6501 ASDA-6501 LDA-6501
RWY 36: TORA-1080 TODA-1080 ASDA-1080 LDA-1080

AIRPORT REMARKS: Attended Apr-Sep 1130Z†-dusk, Oct-Mar
 1230-0000Z†. Deer and birds on and in/ovf arpt. 24 hr PPR for
 unscheduled air carrier ops with more than 30 passenger seats;
 call arpt manager 217-234-7120. Rwy 18-36 not avbl for air
 carrier ops with more than 30 passenger seats. Rwy 18 marked
 with corner stone markers, length and width. HIRL Rwy 11-29 ints preset, to increase ints and ACTIVATE MALSR
 Rwy 29, MIRL Rwy 06-24, REILS Rws 06, 11 and 24—CTAF.

WEATHER DATA SOURCES: ASOS 109.4 MTO (217) 234-8442.

COMMUNICATIONS: CTAF/UNICOM 122.7

MATTOON RCO 123.6R 109.4T (ST LOUIS RADIO)

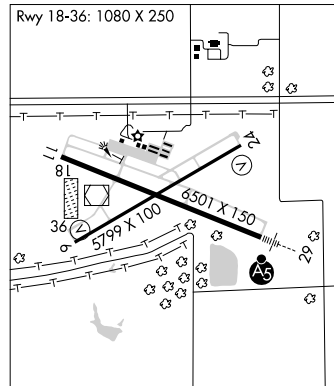
Ⓡ **CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z†)**
CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MATTOON (L) VOR/DME 109.4 MTO Chan 31 N39°28.68' W88°17.16' at fld. 720/3E. ASOS.

ZEBRE NDB (MHW/LOM) 347 MT N39°26.55' W88°10.41' 293° 5.4 NM to fld.

ILS 111.1 I-MTO Rwy 29. LOM ZEBRE NDB. LOM unusable byd 15 NM.



MENDOTA

GRANDPAS' FARM MENDOTA (ØC7) 2 SW UTC-6(-5DT) N41°31.32' W89°07.96'

CHICAGO

727 TPA-1527(800) NOTAM FILE IKK

RWY 18-36: 3980X200 (TURF) LIRL (NSTD)

RWY 18: Thld dsplcd 300'. Road. **RWY 36:** Thld dsplcd 80'. Fence.

AIRPORT REMARKS: Attended irregularly. Rwy 18-36 call first for rwy conditions 815-866-9939/815-539-6359. Rwy
 18-36 dsplcd thld is 1' high blue barrel halves. ACTIVATE NSTD LIRL Rwy 18-36—CTAF 122.9. Rwy 18-36
 NSTD LIRL; fixture spacing and lgt ints varies; non-FAA approved L-800 series.

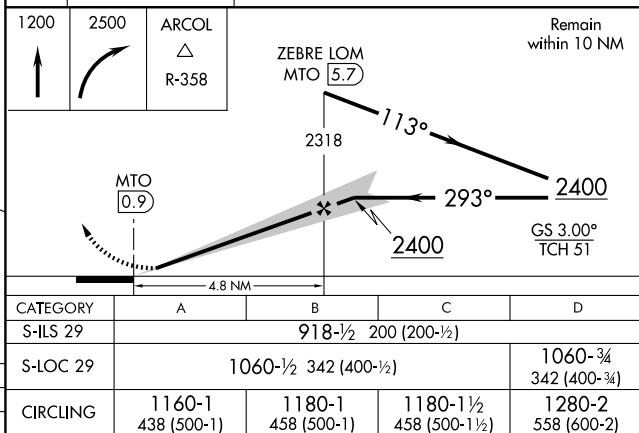
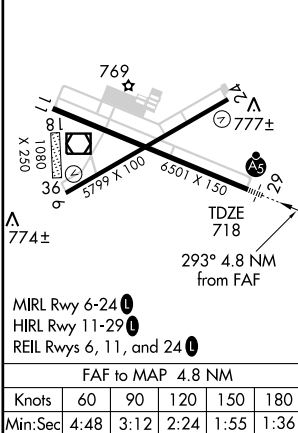
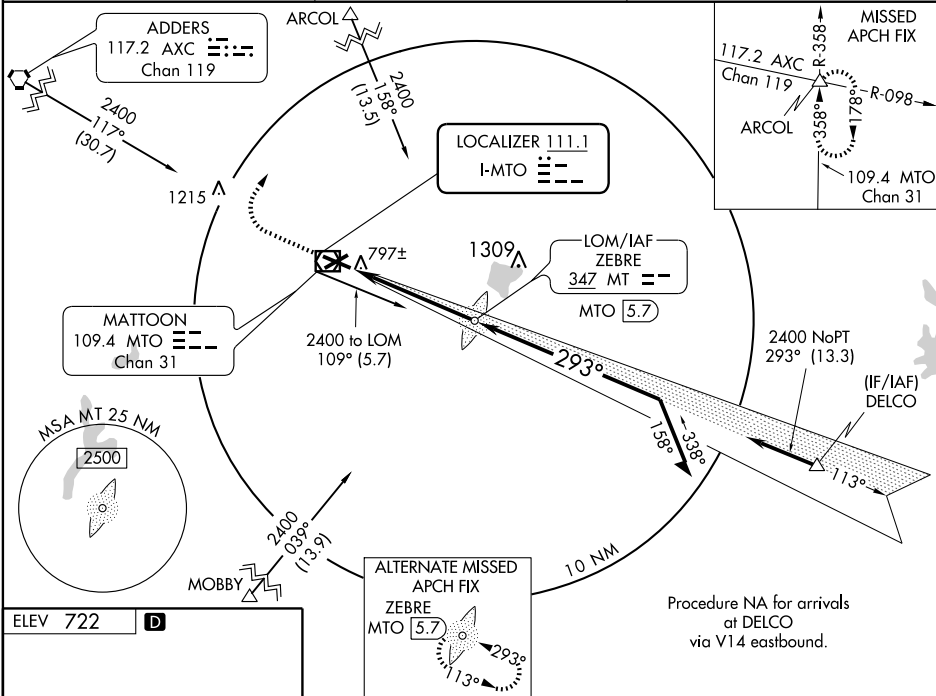
COMMUNICATIONS: CTAF 122.9

MERCER CO (See ALEDO)

ILS or LOC RWY 29
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

MALSR
A5

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 via MTO R-358 to ARCOL Int and hold, or as directed by ATC.

UNICOM
122.7 (CTAF) 

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LOM MT
347

APP CRS
293°

Rwy Idg
TDZE
Apt Elev
6501
718
722

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

NDB RWY 29

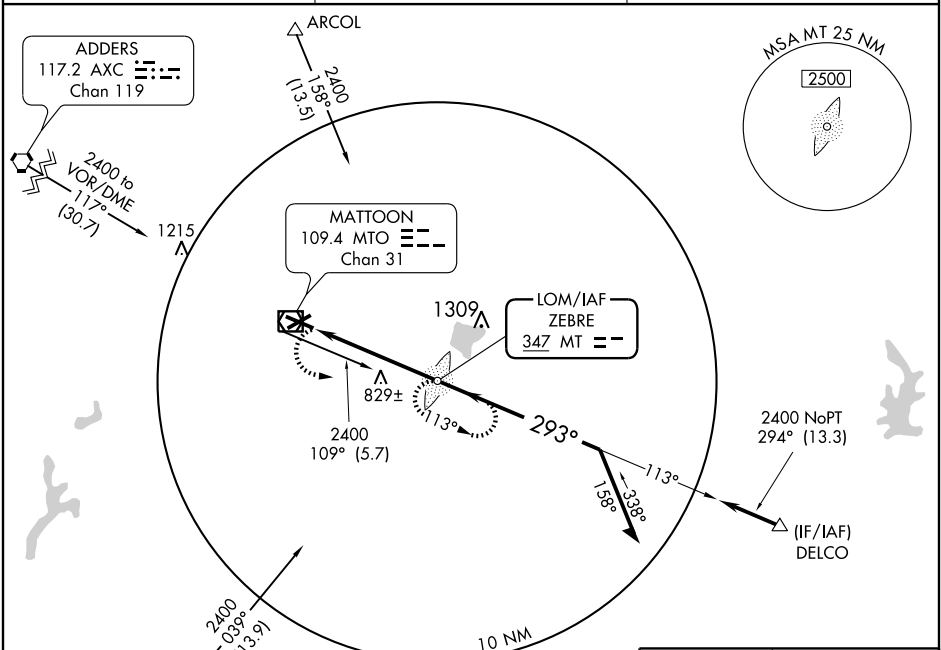
When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, increase S-29 Cat C visibility ½ mile and increase S-29 Cat D visibility ½ mile.

MISSED APPROACH:
Climbing left turn to 2400
direct ZEBRE LOM and hold.

ASOS
109.4

CHAMPAIGN APP CON ★
132.85 291.0

UNICOM
122.7 (CTAF) 0



2400 MT

LOM 113°

Remain within 10 NM

2400 293°

2400

≤ 3.21° TCH 45

4.8 NM

CATEGORY	A	B	C	D
S-29	1140-¾ 422 (500-¾)			1140-1 422 (500-1)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

ELEV 722 D

769

777±

TDZE 718

293° 4.8 NM from FAF

MIRL Rwy 6-24 0

HIRL Rwy 11-29 0

REIL Rws 6, 11, and 24 0

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

RNAV (GPS) RWY 24

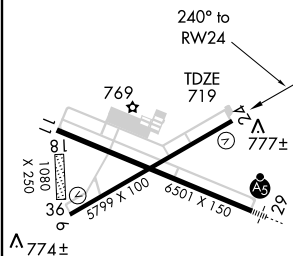
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

MISSED APPROACH: Climb to 2500 direct QUSZY and via track 324° to LUSLY and hold.

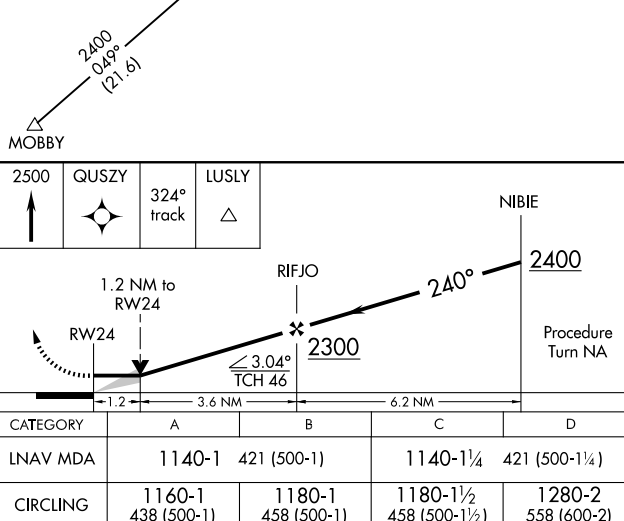
UNICOM
122.7 (CTAF) **L**

2500

D



MIRL Rwy 6-24 **L**
HIRL Rwy 11-29 **L**
REIL Rwys 6, 11, and 24 **L**



RNAV (GPS) RWY 24

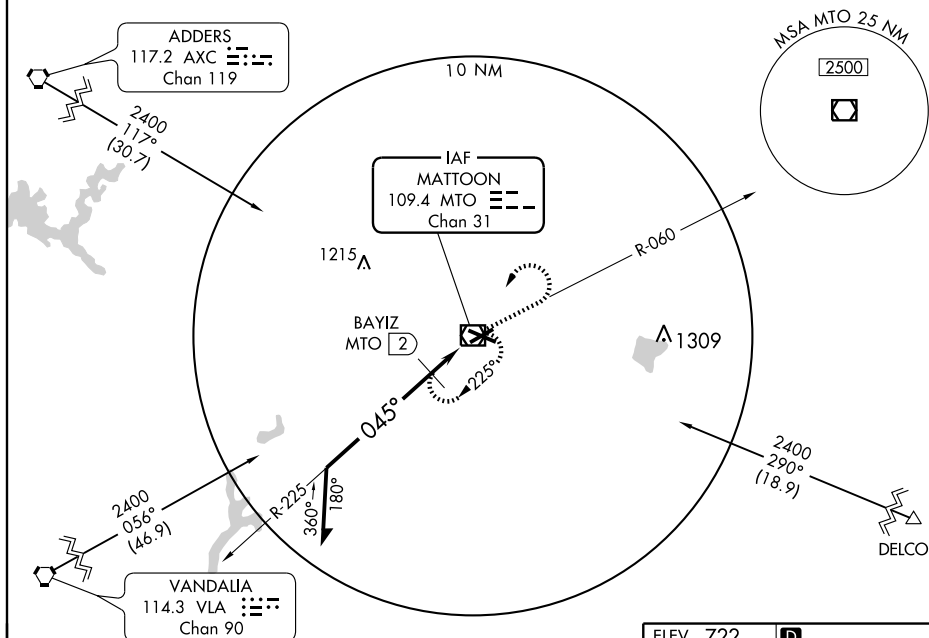
VOR RWY 6
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

T When local altimeter setting not received, use Champaign/Urbana altimeter
A setting and increase all MDA 100 feet, increase S-6 Cats C and D visibility
¼ mile and BAYIZ FIX minimums S-6 Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 via MTO VOR/DME R-060 then climbing left turn to 2400 direct MTO VOR/DME and hold.

ASOS
109.4

CHAMPAIGN APP CON★
132.85 291.0

UNICOM
122.7 (CTAF) 

Remain
within 10 NM

VOR/DM

2300

2400

ELEV 722	D
----------	---

D

2400

1

MTO

[illegible]

*1320 when using Champaign/Urbana altimeter setting.

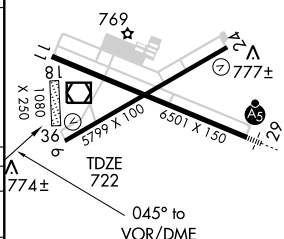
*1 220

1

 $\leftarrow 0.6 \rightarrow$

	1	1

↑
MTO
R-060

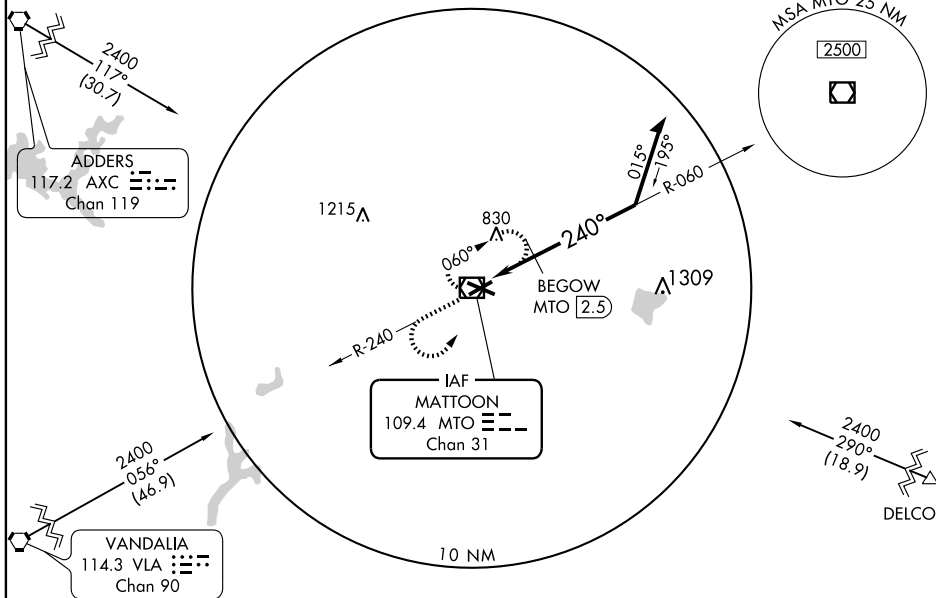


CATEGORY	A	B	C	D
S-6	1220-1	498 (500-1)	1220-1¼ 498 (500-1¼)	1220-1½ 498 (500-1½)
CIRCLING	1220-1	498 (500-1)	1220-1½ 498 (500-1½)	1280-2 558 (600-2)
BAYIZ FIX MINIMUMS				
S-6	1120-1 398 (400-1)			1120-1¼ 398 (400-1¼)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

MIRL Rwy 6-24 **L**
HIRL Rwy 11-29 **L**
REIL Rwy 6, 11, and 24 **L**

VOR RWY 24
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

MISSED APPROACH: Climb to 2400 via MTO VOR/DME R-240 then left turn direct MTO VOR/DME and hold.

UNICOM
122.7 (CTAF) **L**

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

D

MTC

VOR/DME

Remain
within 10 NM

240° to
VOR/DME

VGSI and descent angles
not coincident.

VOR/DME

BEGOV

2400


MTO

*1 280

*1380

hen using

1380 when using
Champaign/Urbana
altimeter setting.

 $774 \pm$ MIRL Rwy 6-24 **L**HIRL Rwy 11-29 REIL Rwys 6, 11, and 24 **L**

CATEGORY	A	B	C	D
S-24	1280-1 561 (600-1)	1280-1½ 561 (600-½)	1280-1¾ 561 (600-¾)	
CIRCLING	1280-1 558 (600-1)	1280-1½ 558 (600-½)	1280-2 558 (600-2)	
BEGOW FIX MINIMUMS				
S-24	1080-1 361 (400-1)	1080-1½ 361 (400-½)	1080-1¾ 361 (400-¾)	
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-½)	1280-2 558 (600-2)

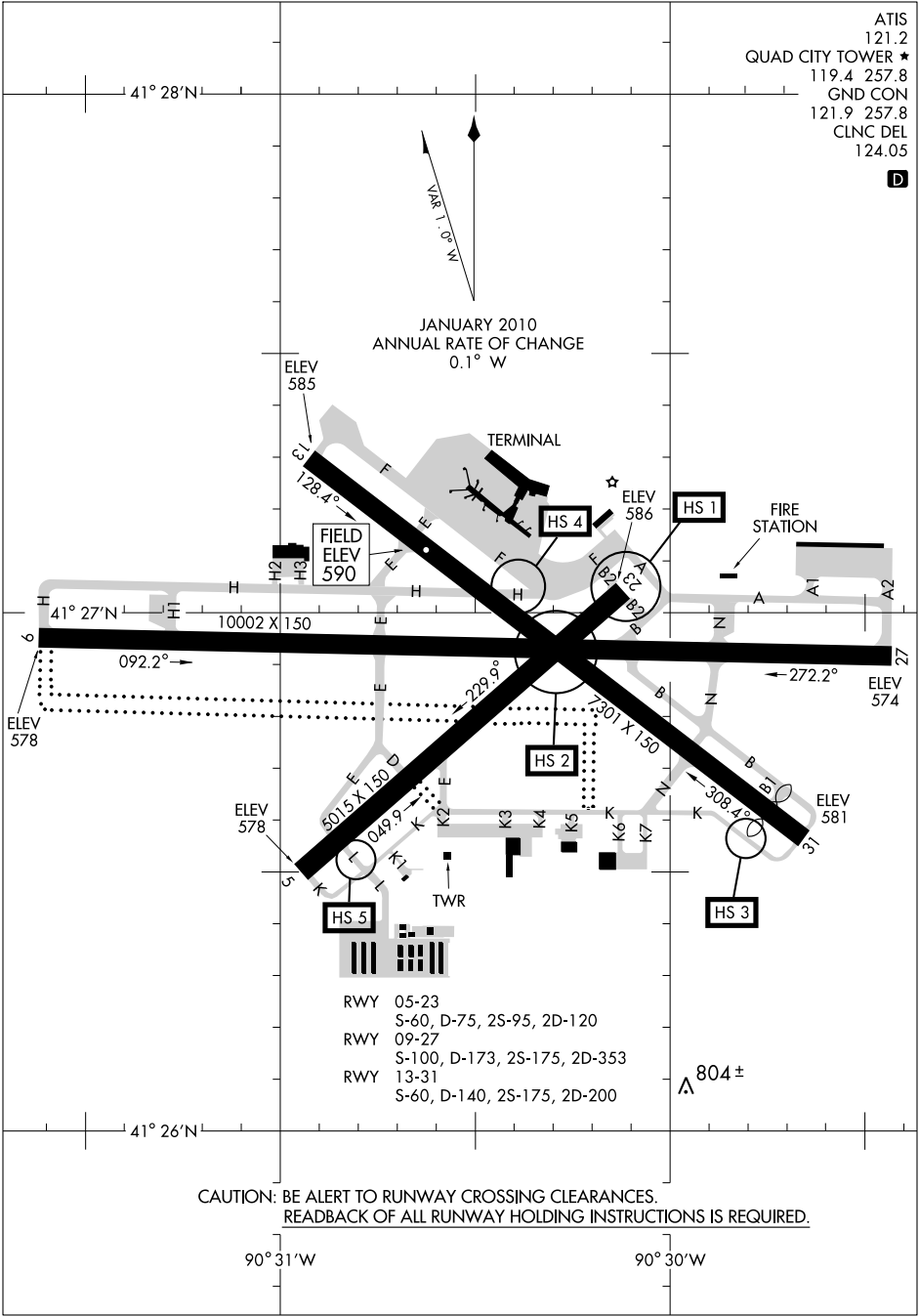
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

Amdt 11A 23SEP10

30°20'N - 88°17'W

VOR RWY 24

EC-3, 21 OCT 2010 to 18 NOV 2010



EC-3, 21 OCT 2010 to 18 NOV 2010

MOLINE

QUAD CITY INTL (MLI) 3 S UTC-6(-5DT) N41°26.90' W90°30.45'

CHICAGO

590 B S4 FUEL 100LL, JET A LRA ARFF Index—See Remarks NOTAM FILE MLI
 RWY 09-27: H10002X150 (ASPH-CONC-GRVD-PFC) S-100, D-173, 2S-175, 2D-353 HIRL

H-50, L-286

IAP, AD

RWY 09: MALSR. Tree.

RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 52'. Tree.

RWY 13-31: H7301X150 (ASPH-CONC-GRVD-PFC) S-60, D-140,
 2S-175, 2D-200 HIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 48'. Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 54'. Thld displcd 522'. Tree.

RWY 05-23: H5015X150 (CONC) S-60, D-75, 2S-95, 2D-120

MIRL

RWY 05: PAPI(P4L)—GA 4.0° TCH 46'. Tree.

RWY 23: VASI(V4L)—GA 3.0° TCH 41'. Road.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	09-27	2509
RWY 05	13-31	2509
RWY 09	05-23	5500
RWY 09	13-31	5500
RWY 13	05-23	3100
RWY 13	09-27	3100
RWY 27	05-23	3350
RWY 27	13-31	3350
RWY 31	05-23	2550
RWY 31	09-27	2550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA-10002	TODA-10002	ASDA-10002	LDA-10002
RWY 13:	TORA-7301	TODA-7301	ASDA-7046	LDA-7046
RWY 27:	TORA-10002	TODA-10002	ASDA-10002	LDA-10002
RWY 31:	TORA-7301	TODA-7301	ASDA-7026	LDA-6504

AIRPORT REMARKS: Attended 1100-0400Z†. Birds and migratory fowl on and in/ovf arpt. Rwy 05-23 and Rwy 13-31 CLOSED 0430-1130Z†. Construction/earthwork AER 05. Snow removal ops in progress winter months, vehicle operators will monitor CTAF. Arpt CLOSED to air carrier acft with more than 30 passenger seats 0530-1230Z† except PPR of arpt manager. Class I, ARFF Index B avbl 1100-0600Z† or with PPR from arpt manager; ARFF index C available on request; 24 hr PPR call arpt manager 309-757-1739. Twy K restricted to acft 100,000 lbs gross weight or less. Rwy 09 touchdown and rollout rwy visual range avbl. Rwy 27 touchdown and rollout rwy visual range avbl. When twr clsd HIRL Rwy 09-27 preset on med ints. ACTIVATE MALSR Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: ASOS (309) 799-7096. LLWAS.

COMMUNICATIONS: CTAF 119.4 ATIS 121.2 UNICOM 122.95

MOLINE RCO 122.6 (KANKAKEE RADIO)

① APP/DEP CON 118.2 (S/SE of active rwy) 125.95 (N/NE of active rwy) (1130-0430Z†).

① CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z†)

TOWER 119.4 (1130-0430Z†) GND CON 121.9 CLNC DEL 124.05

AIRSPACE: CLASS C svc 1130-0430Z† ctc APP CON other times CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE MLI.

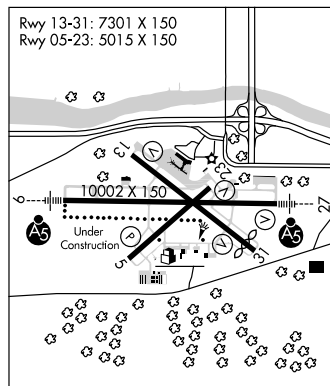
MOLINE (L) VORTACW 114.4 MZV Chan 91 N41°19.26' W90°38.29' 033° 9.7 NM to fld. 817/5E.

MOLLI NDB (LOM) 215 ML N41°26.94' W90°37.11' 089° 5 NM to fld. SHUTDOWN.

ILS/DME 110.5 I-MLI Chan 42 Rwy 09. Class IT. LOM MOLLI NDB. Unmonitored when twr clsd.
 LOM SHUTDOWN.

ILS/DME 110.5 I-GEQ Chan 42 Rwy 27. Class IB. Unmonitored when twr clsd.

ASR



QUAD CITY SPB (I04) 2 S UTC-6(-5DT) N41°27.60' W90°29.57'

CHICAGO

560 S2 FUEL 100LL TPA-960(400)

WATERWAY E-W: 10000X300 (WATER)

WATERWAY E: Rgt tfc.

SEAPLANE REMARKS: Unattended. Radio or phone approval req by Moline twr. Svc by prior agreement. Waterway E p-line crosses river 300' E of hanger and dock area; highway bridge 300' W of hanger and dock area.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Tfc information avbl from Quad City twr on 119.4. Individual ops must be approved by Quad City twr on 119.4 or by telephone.

MOLLI N41°26.94' W90°37.11' NOTAM FILE MLI.

CHICAGO

NDB (LOM) 215 ML 089° 5 NM to Quad City Intl. SHUTDOWN.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-		
WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN		
RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

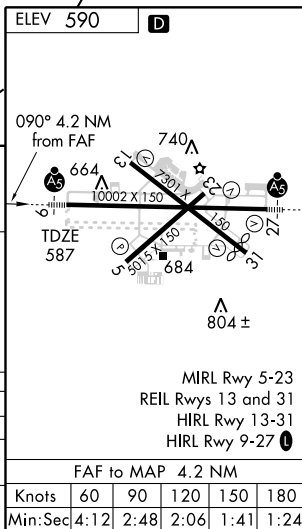
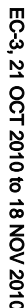
(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 9
MOLINE / QUAD CITY INTL (MLI)

ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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LOC/DME I-GEQ <u>110.5</u> Chan 42	APP CRS 270°	Rwy Idg 10002 TDZE 581 Apt Elev 590
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ILS or LOC RWY 27

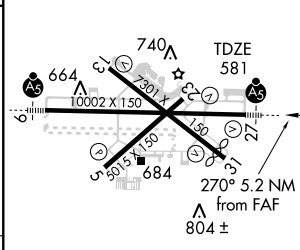
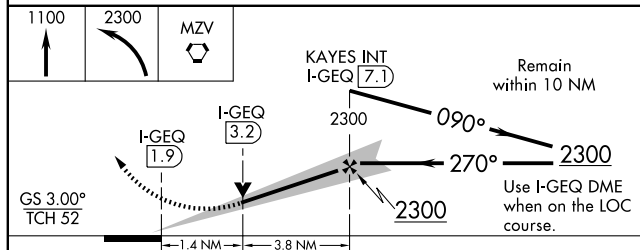
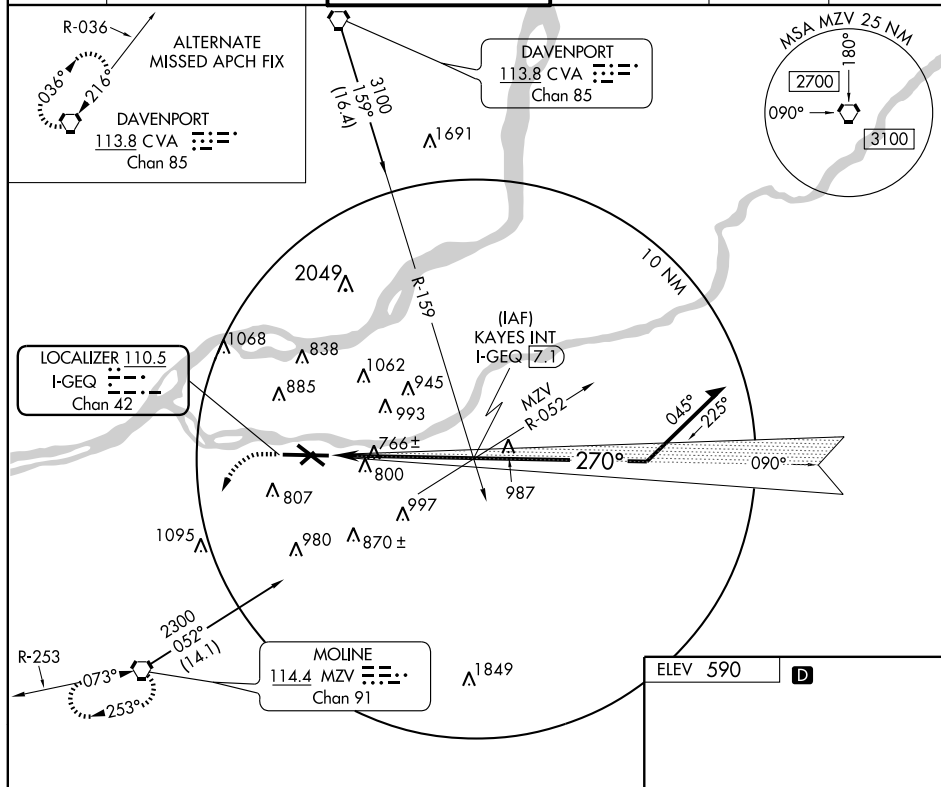
MOLINE / QUAD CITY INTL (MLI)

T *1800 RVR authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LOC-27 and Circling Cat C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 2300 direct MZV VORTAC and hold.

ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 27		*781/24	200 (200-½)	
S-LOC 27	1060/24	479 (500-½)	1060/40 479 (500-¾)	1060/50 479 (500-1)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-½)	1260-2 670 (700-2)

MIRL Rwy 5-23
REIL Rwy 13 and 31
HIRL Rwy 9-27 and 13-31

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

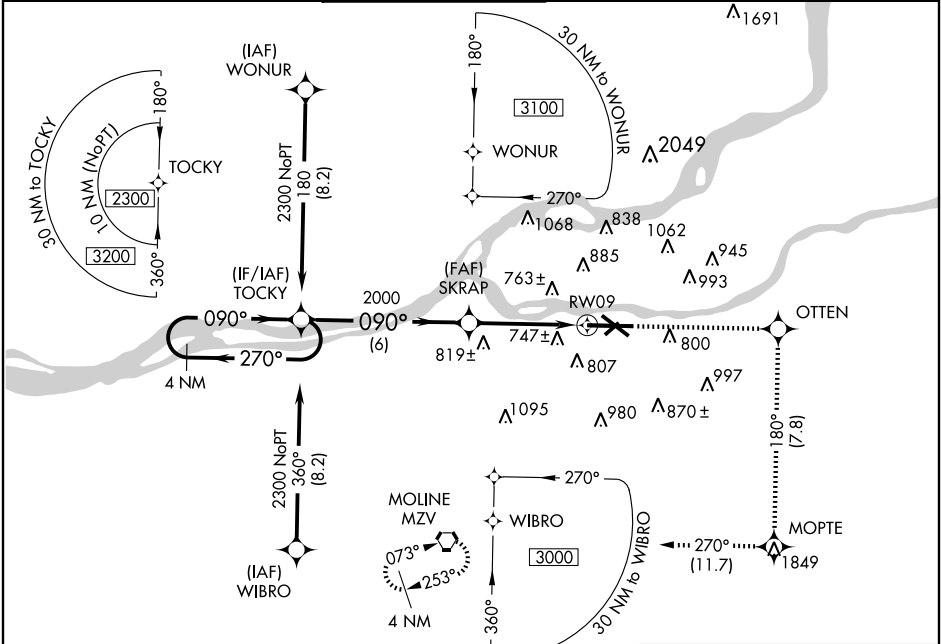
APP CRS	Rwy Idg	10002
090°	TDZE	587
	Apt Elev	590

RNAV (GPS) RWY 9

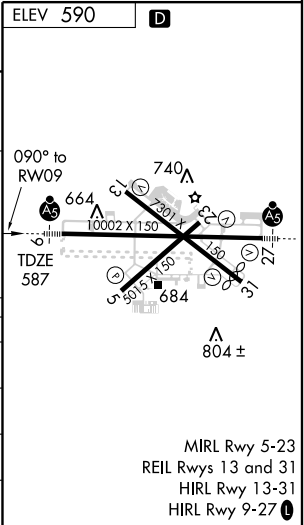
MOLINE / QUAD CITY INTL (MLI)

<div><div>▼</div><div>NA</div></div>	DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).	<div><div>MALSR</div><div></div></div>	MISSED APPROACH: Climb to 3000 direct OTTEN WP, and via 180° track to MOPTE WP and 270° track to MZV VORTAC and hold.
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ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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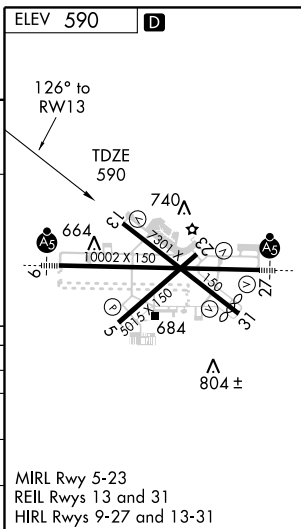
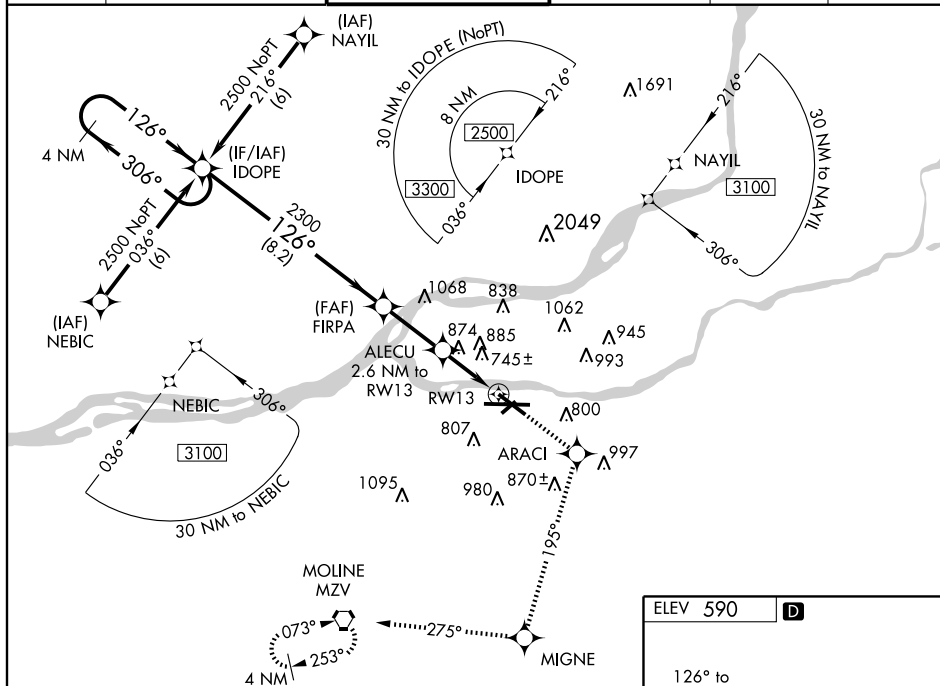


4 NM Holding Pattern		TOCKY		3000 ↑		OTTEN ✱		tr 180°		MOPTE ✱		tr 270°		MZV ◡	
2300 ← 270° 090° →				SKRAP		*LNAV only									
GS 3.00° TCH 59		2000		090°		*1.3 NM to RW09									
		6 NM		2.9 NM		1.3		RW09							
CATEGORY	A		B		C		D								
GLS PA DA	NA														
LNAV/ VNAV DA	1079/60 492 (500-1¼)														
LNAV MDA	1060/24 473 (500-½)				1060/40 473 (500-¾)		1060/50 473 (500-1)								
CIRCLING	1140-1 550 (600-1)				1140-1½ 550 (600-1½)		1260-2 670 (700-2)								



RNAV (GPS) RWY 13
MOLINE / QUAD CITY INTL (MLI)

MISSED APPROACH: Climb to 3000 direct ARACI and via track 195° to MIGNE and via track 275° to MZV VORTAC and hold.

EC-3, 21 OCT 2010 to 18 NOV 2010

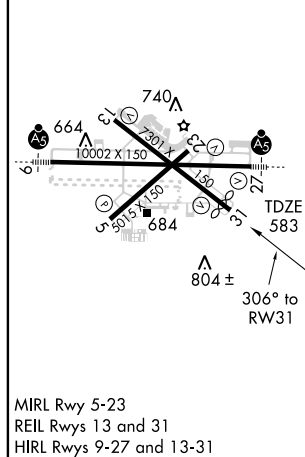
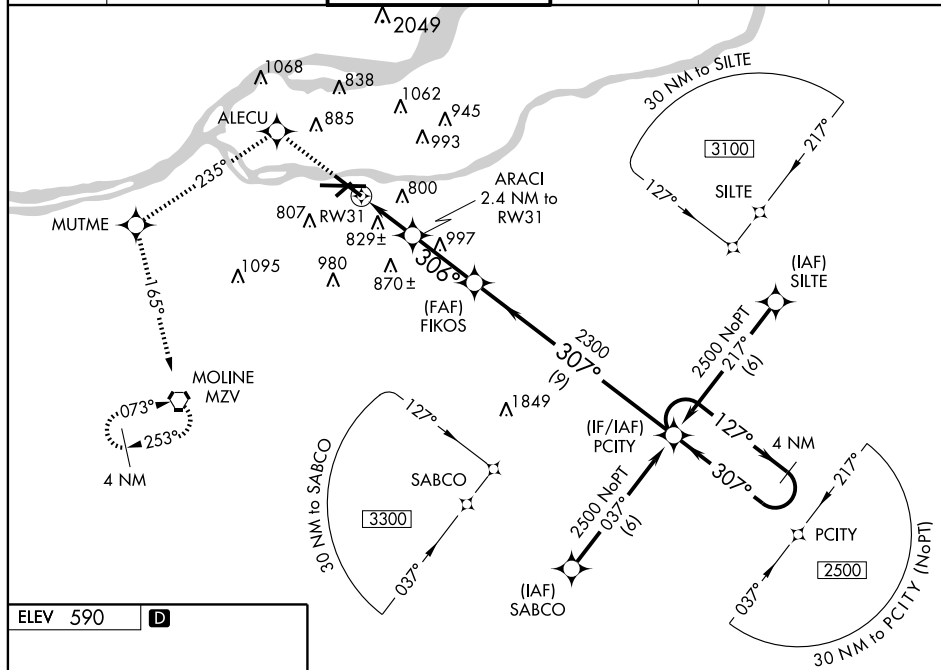
WAAS CH 86715 W31A	APP CRS 306°	Rwy Idg 6504 TDZE 583 Apt Elev 590
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RNAV (GPS) RWY 31
MOLINE / QUAD CITY INTL (MLI)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Davenport altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALECU and via track 235° to MUTME and via track 165° to MZV VORTAC and hold.

ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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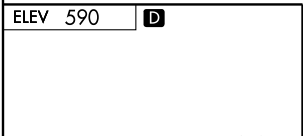
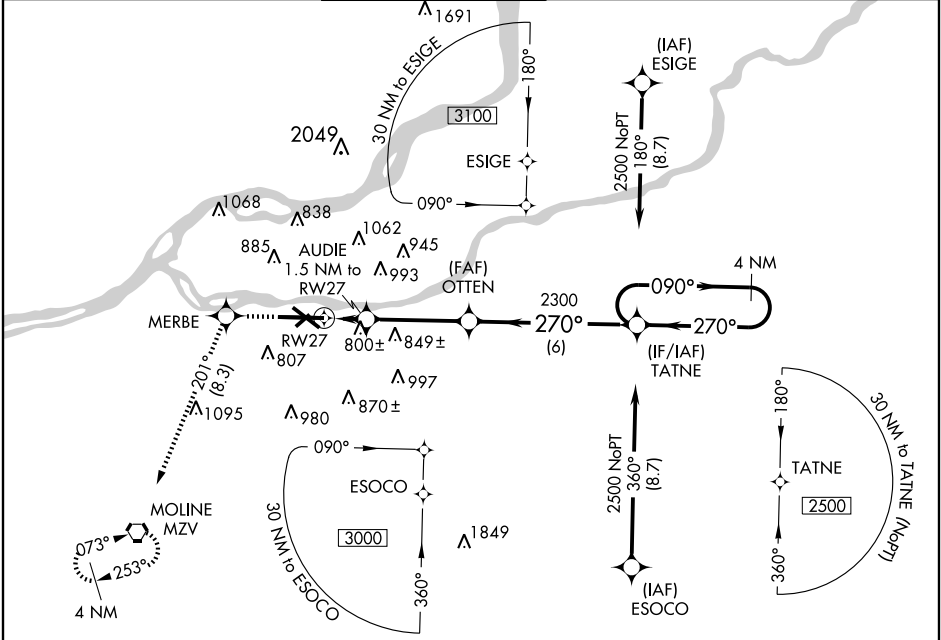
3000 ↑	ALECU ✧	tr 235° ✧	MUTME ✧	tr 165° ✧	MZV ⬡	PCITY 4 NM Holding Pattern	
*LNAV only		ARACI 2.4 NM to RW31		FIKOS		127° → 2500 ← 307°	
RW31		*1.4 NM to RW31		306°		GS 3.00° TCH 48	
1.4		1 NM		2.8 NM		9 NM	
CATEGORY		A		B		C	
LPV DA		1031-1½		448 (500-1½)			
LNAV/VNAV DA		1160-2		577 (600-2)			
LNAV MDA		1080-1	497 (500-1)	1080-1¼ 497 (500-1¼)		1080-1½ 497 (500-1½)	
CIRCLING		1140-1	550 (600-1)	1140-1½ 550 (600-1½)		1260-2 670 (700-2)	

APP CRS	Rwy Idg	10002
270°	TDZE	581
	Apt Elev	590

RNAV (GPS) Y RWY 27
MOLINE / QUAD CITY INTL (MLI)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MALSR	MISSED APPROACH: Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.
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ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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ELEV 590		3000	MERBE	MZV	TATNE	4 NM Holding Pattern
MIRL Rwy 5-23 REIL Rwy 13 and 31 HIRL Rwy 13-31 HIRL Rwy 9-27		CATEGORY	A	B	C	D
		LNAV MDA	1060/24	479 (500-½)	1060/40 479 (500-¾)	1060/50 479 (500-1)
		CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1260-2 670 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010

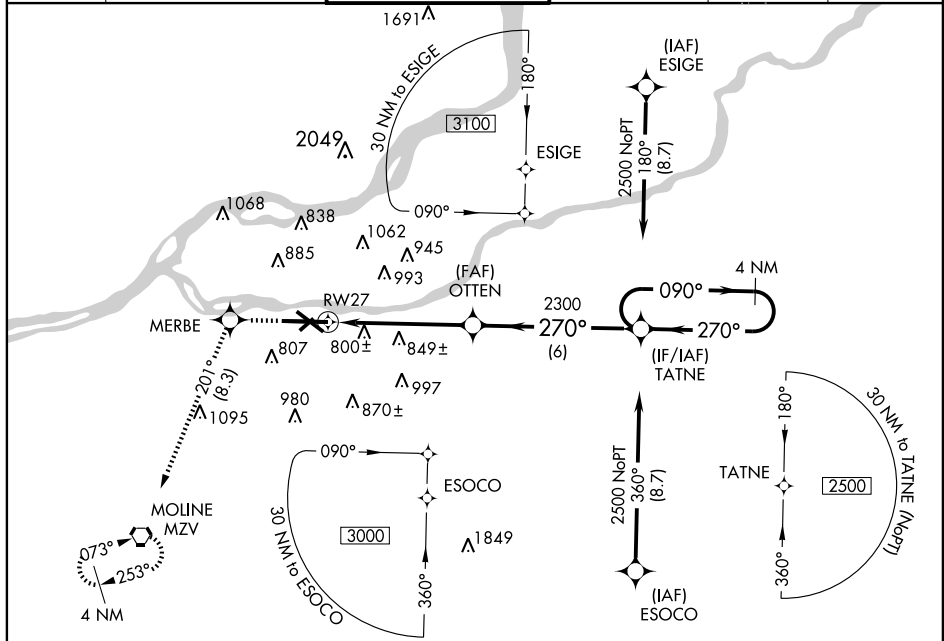
EC-3, 21 OCT 2010 to 18 NOV 2010

AL-269 (FAA)

APP CRS 270°	Rwy Idg 10002 TDZE 581 Apt Elev 590
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RNAV (GPS) Z RWY 27
MOLINE / QUAD CITY INTL (MLI)

<div><div><div></div><div></div></div><div>NA</div></div>	Baro-VNAV NA below -16°C (4°F) GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	<div><div><div></div><div></div></div><div>MALSR</div></div>	MISSED APPROACH: Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.			
ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 257.8		GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95



ELEV 590

D

***LNAV only**

3000
↑
MERBE
tr 201°
MZV

*1.5 NM to RW27

RW27

OTTEN

TATNE

4 NM Holding Pattern

090° → 2500
← 270°

GS 3.00°
TCH 52

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1120-1½ 539 (600-1½)			
LNAV MDA	1100/24 519 (600-½)	1100/50 519 (600-1)	1100/60 519 (600-1½)	
CIRCLING	1140-2 550 (600-2)		1260-2 670 (700-2)	

MOLINE, ILLINIOS
Orig 10266

MOLINE / QUAD CITY INTL (MLI)
41°27'N - 90°30'W
RNAV (GPS) Z RWY 27

MONEE

BULT FIELD (C56) 3 SE UTC-6(-5DT) N41°22.65' W87°40.79'

790 FUEL 100LL, JET A TPA-1390(600) NOTAM FILE IKK

RWY 09-27: H5001X75 (CONC) S-60 LIRL

RWY 09: Tree. RWY 27: Thld dsplcd 151'.

AIRPORT REMARKS: Attended 1400-2300Z†. 708-534-8282. Fuel available 24 hrs with credit card.

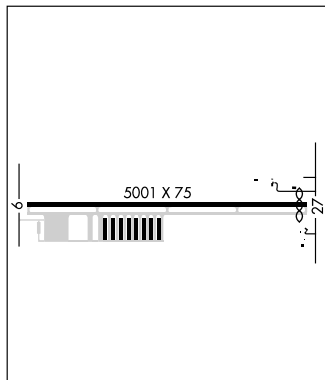
COMMUNICATIONS: CTAF/UNICOM 123.0

PEOTONE RCO 122.05R 113.2T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18' W87°47.46' 036° 8.2 NM to fld. 689/2E.



CHICAGO

H-5E, L-28H, A

IAP

MONMOUTH MUNI (C66) 2 N UTC-6(-5DT) N40°55.78' W90°37.87'

753 B FUEL 100LL, MOGAS TPA-1553(800) NOTAM FILE IKK

RWY 02-20: H2899X60 (ASPH) S-10 MIRL

RWY 02: VASI(V2L)-GA 3.0° TCH 40'. Tree.

RWY 20: VASI(V2L)-GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Tues-Sun 1400-2230Z†. For fuel after hrs call 309-734-5091. Rwy 02-20 pavement poor on E ramp and twy. MIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE VASI Rwys 02 and 20-CTAF. VASI Rwys 02 and 20 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

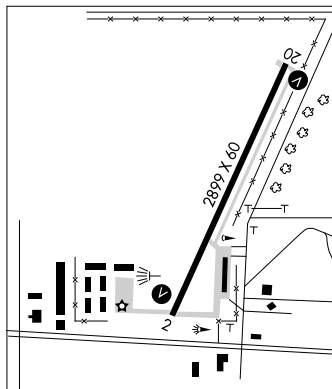
GALESBURG RCO 122.1R 109.8T (KANKAKEE RADIO)

® QUAD CITY APP/DEP CON 118.2 (1130-0430Z†). CLNC DEL 120.7

® CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.

GALESBURG (T) VOR/DME 109.8 GBG Chan 35 N40°56.24' W90°26.07' 264° 9 NM to fld. 760/3E.



CHICAGO

L-27B

IAP

AL-6218 (FAA)

APP CRS	Rwy Idg	5001
093°	TDZE	790
	Apt Elev	790

RNAV (GPS) RWY 9

MONEE/BULT FIELD (C56)

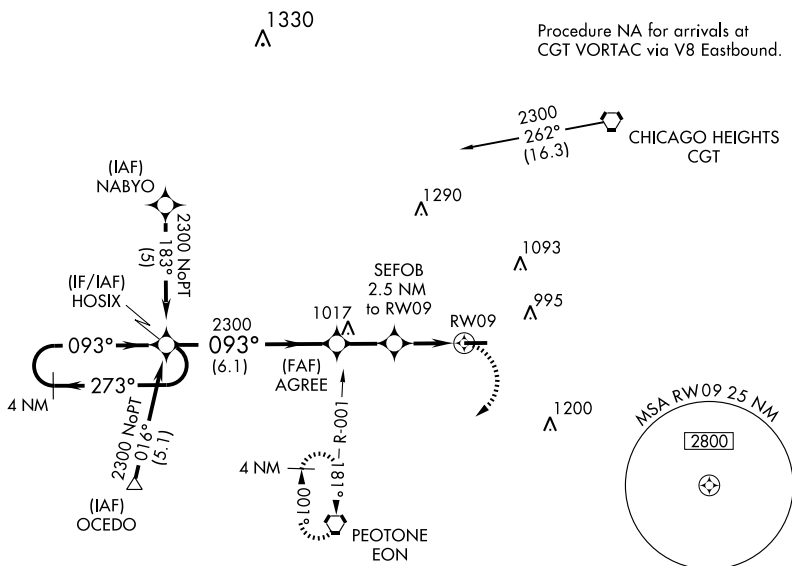
T
A NA Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Int'l altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2600 direct EON VORTAC and hold.

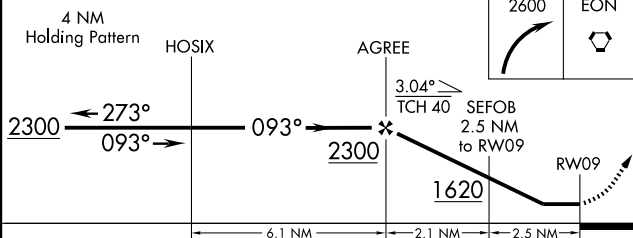
LANSING AWOS-3
119.275

CHICAGO CENTER
132.5 258.1

UNICOM
123.0 (CTAF)



ELEV 790



CATEGORY	A	B	C	D
LNAY MDA	1220-1	430 (500-1)	1220-1 $\frac{1}{4}$ 430 (500-1 $\frac{1}{4}$)	NA
CIRCLING	1260-1	470 (500-1)	1260-1 $\frac{1}{2}$ 470 (500-1 $\frac{1}{2}$)	NA

LIRL Rwy 9-27

MONEE, ILLINOIS
Orig 09071

41°23'N-87°41'W

MONEE/ BULT FIELD (C56)
RNAV (GPS) RWY 9

EC-3, 21 OCT 2010 to 18 NOV 2010

AL-6218 (FAA)

APP CRS	Rwy Idg	4850
273°	TDZE	778
	Apt Elev	790

RNAV (GPS) RWY 27

T
A NA Circling to Rwy 9 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet.

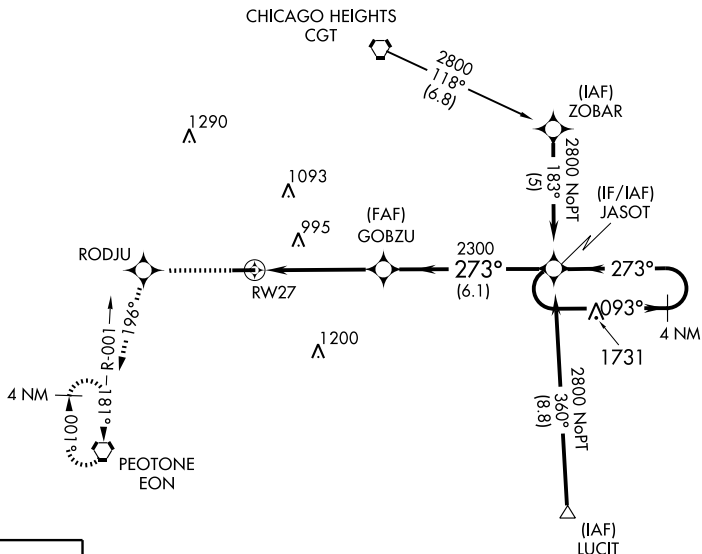
MISSED APPROACH: Climb to 2600
direct RODJU and via 196° track to
EON VORTAC and hold.

LANRING AWOS-3
119.275

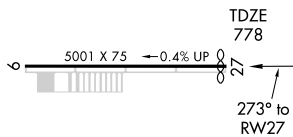
CHICAGO CENTER
132.5 258.1

UNICOM
123.0 (CTAF)

Procedure NA for arrivals on
CGT VORTAC airway radials
087 CW 115.



ELEV 790



CATEGORY	A	B	C	D
LNAV MDA	1320-1	542 (600-1)	1320-1½ 542 (600-1½)	NA
CIRCLING	1320-1	530 (600-1)	1320-1½ 530 (600-1½)	NA

MONEE, ILLINOIS
Orig 09071

41°23'N-87°41'W

MONEE/ BULT FIELD (C56)
RNAV (GPS) RWY 27

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

MONEE

BULT FIELD (C56) 3 SE UTC-6(-5DT) N41°22.65' W87°40.79'

790 FUEL 100LL, JET A TPA-1390(600) NOTAM FILE IKK

RWY 09-27: H5001X75 (CONC) S-60 LIRL

RWY 09: Tree. RWY 27: Thld dsplcd 151'.

AIRPORT REMARKS: Attended 1400-2300Z†. 708-534-8282. Fuel available 24 hrs with credit card.

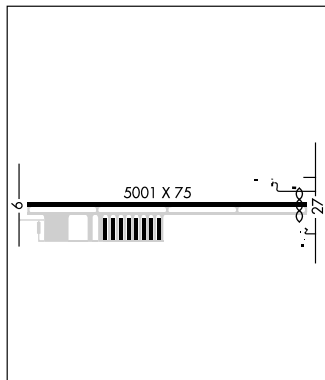
COMMUNICATIONS: CTAF/UNICOM 123.0

PEOTONE RCO 122.05R 113.2T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18' W87°47.46' 036° 8.2 NM to fld. 689/2E.



CHICAGO

H-5E, L-28H, A

IAP

MONMOUTH MUNI (C66) 2 N UTC-6(-5DT) N40°55.78' W90°37.87'

753 B FUEL 100LL, MOGAS TPA-1553(800) NOTAM FILE IKK

RWY 02-20: H2899X60 (ASPH) S-10 MIRL

RWY 02: VASI(V2L)-GA 3.0° TCH 40'. Tree.

RWY 20: VASI(V2L)-GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Tues-Sun 1400-2230Z†. For fuel after hrs call 309-734-5091. Rwy 02-20 pavement poor on E ramp and twy. MIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE VASI Rwys 02 and 20-CTAF. VASI Rwys 02 and 20 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

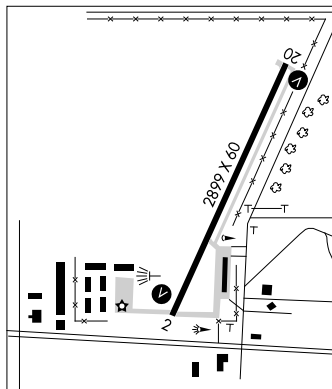
GALESBURG RCO 122.1R 109.8T (KANKAKEE RADIO)

® QUAD CITY APP/DEP CON 118.2 (1130-0430Z†). CLNC DEL 120.7

® CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.

GALESBURG (T) VOR/DME 109.8 GBG Chan 35 N40°56.24' W90°26.07' 264° 9 NM to fld. 760/3E.



CHICAGO



L-27B

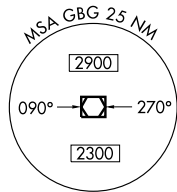
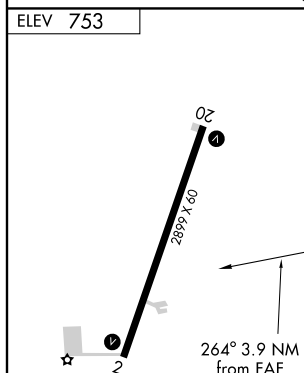
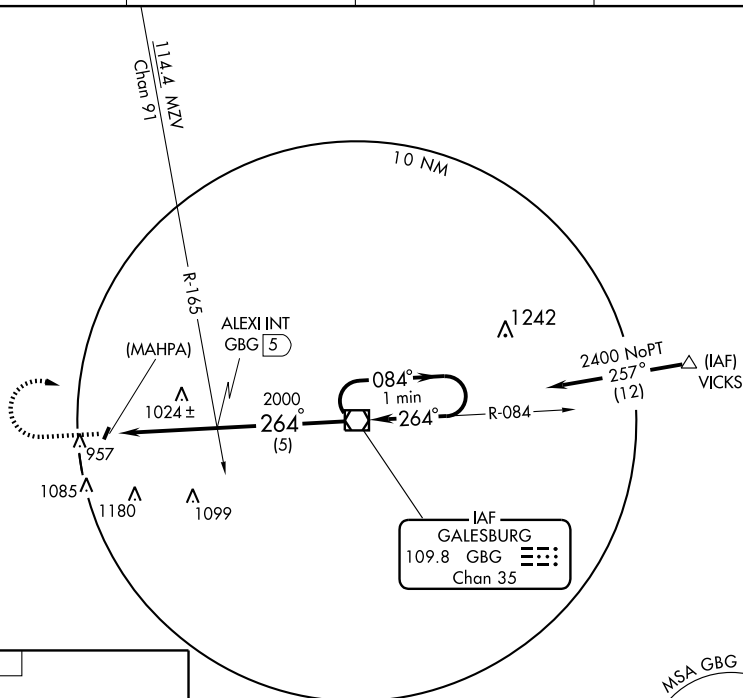
IAP

AL-6036 (FAA)

VOR/DME GBG 109.8 Chan 35	APP CRS 264°	Rwy Idg TDZE Apt Elev	N/A N/A 753
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VOR or GPS-A
MONMOUTH MUNI (C66)

 NA	Use Galesburg altimeter setting, if not received, use Moline altimeter setting and increase all MDAs 60 feet.		MISSED APPROACH: Climb to 2400 then right turn direct GBG VOR/DME and hold.	
	GALESBURG AWOS-3 109.8	QUAD CITY APP CON ★ 118.2 257.8	CLNC DEL 120.7	UNICOM 122.8 (CTAF) 



FAF to MAP 3.9 NM							CATEGORY		A		B		C		D	
Knots	60	90	120	150	180		CIRCLING	1360-1	607 (700-1)	1360-1 $\frac{1}{4}$ 607 (700-1 $\frac{1}{4}$)						NA
Min:Sec	3:54	2:36	1:57	1:34	1:18											

MONMOUTH, ILLINOIS
Amdt 4 02332

40°56'N-90°38'W

MONMOUTH MUNI (C66)
VOR or GPS-A

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

MONTICELLO

PIATT CO (2K0) 2 SE UTC-6(-5DT) N40°00.32' W88°33.52'
 740 B S4 **FUEL** 100LL, MOGAS TPA-1540(800) NOTAM FILE STL
RWY 18-36: 2797X100 (TURF) MIRL (NSTD) 0.5% up N
RWY 18: Vent pipe. **RWY 36:** Tree.

AIRPORT REMARKS: Attended Sat-Sun irregularly. For fuel call 217-762-9091/5586/7148. Extensive glider ops weekends. Model acft opr 3.25 NM N-NE of arpt. No line of sight between rwy ends. Tkf to the S to avoid noise sensitive area N of arpt. ACTIVATE NSTD MIRL Rwy 18-36-CTAF. Rwy 18-36 NSTD MIRL fixture spacing and lgt ints varies.

COMMUNICATIONS: CTAF 122.9

® **CHAMPAIGN APP/DEP CON** 132.85 (1200-0500Z‡)

® **CHICAGO CENTER APP/DEP CON** 125.05 (0500-1200Z‡)

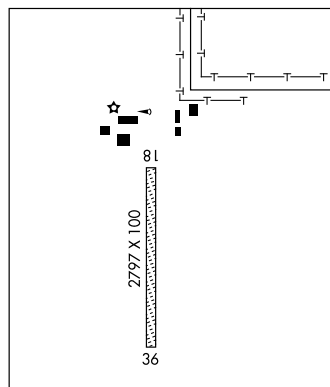
RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'
 W88°16.56' 259° 13.1 NM to fld. 745/3E.

CHICAGO

L-27C

IAP



MORRIS MUNI-JAMES R. WASHBURN FLD (C09) 4 N UTC-6(-5DT) N41°25.44' W88°25.12'

CHICAGO

584 B S4 **FUEL** 80, 100LL, JET A TPA-1384(800) NOTAM FILE C09

H-5E, L-28H, A

RWY 18-36: H5000X75 (ASPH) S-4, D-125 MIRL 0.4% up N

IAP

RWY 18: REIL Building.

RWY 36: REIL Antenna.

AIRPORT REMARKS: Attended 1400-0200Z‡. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE REIL Rwy 18 and 36-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (815) 941-1815.

COMMUNICATIONS: CTAF/UNICOM 122.8

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

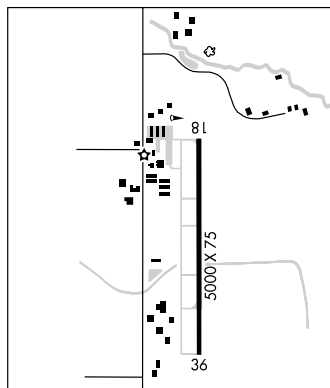
JOLIET RCO 122.5 (KANKAKEE RADIO)

® **CHICAGO APP/DEP CON** 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 210° 8.6 NM to fld. 592/2E.

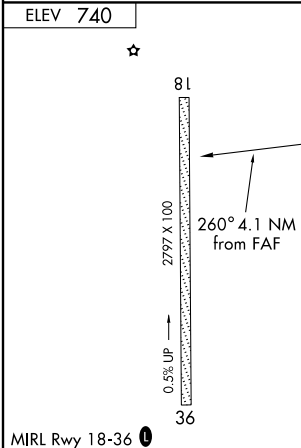
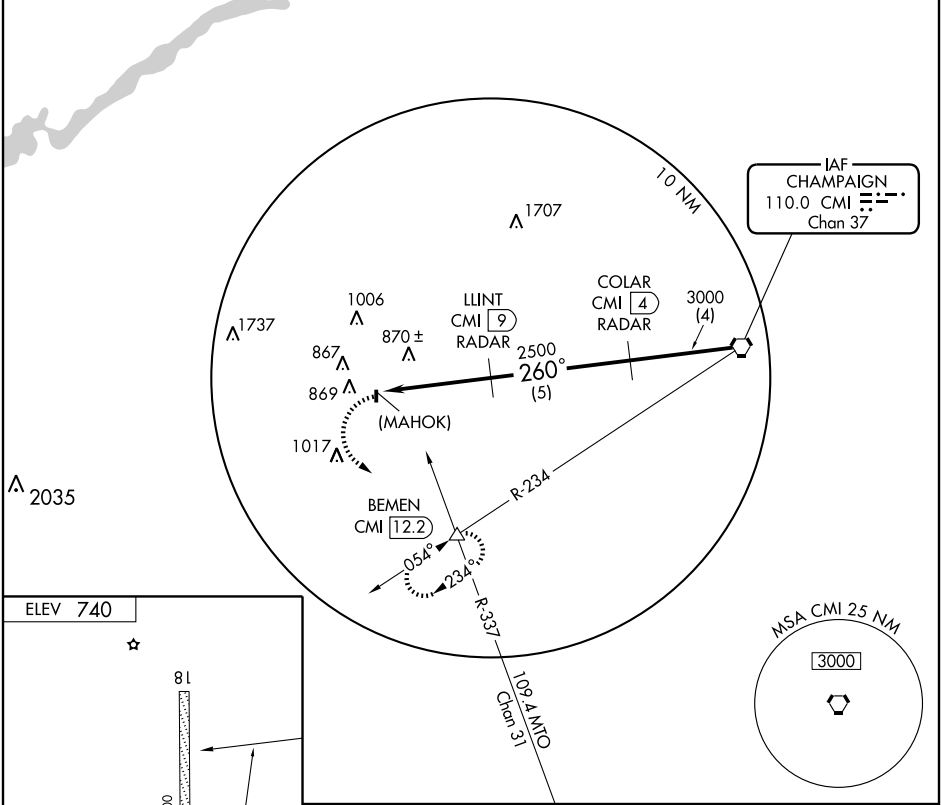


VORTAC CMI 110.0 Chan 37	APP CRS 260°	Rwy Idg TDZE Apt Elev	N/A N/A 740
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VOR or GPS-A
MONTICELLO/ PIATT COUNTY (2K0)

▲ NA Use Champaign altimeter setting, when not available, use Decatur altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 via MTO R-337 to BEMEN Int and hold.
CHAMPAIGN APP CON ★ 132.85 291.0	CTAF 122.9 0

DME or RADAR REQUIRED



FAF to MAP 4.1 NM				
Knots	60	90	120	150
Min:Sec	4:06	2:44	2:03	1:38
180	1:22			
CATEGORY	A	B	C	D
CIRCLING	1240-1	500 (500-1)	1240-1½ 500 (500-1½)	NA

MONTICELLO

PIATT CO (2K0) 2 SE UTC-6(-5DT) N40°00.32' W88°33.52'
 740 B S4 **FUEL** 100LL, MOGAS TPA-1540(800) NOTAM FILE STL
RWY 18-36: 2797X100 (TURF) MIRL (NSTD) 0.5% up N

RWY 18: Vent pipe.

RWY 36: Tree.

AIRPORT REMARKS: Attended Sat-Sun irregularly. For fuel call 217-762-9091/5586/7148. Extensive glider ops weekends. Model acft opr 3.25 NM N-NE of arpt. No line of sight between rwy ends. Tkf to the S to avoid noise sensitive area N of arpt. ACTIVATE NSTD MIRL Rwy 18-36-CTAF. Rwy 18-36 NSTD MIRL fixture spacing and lgt ints varies.

COMMUNICATIONS: CTAF 122.9

® **CHAMPAIGN APP/DEP CON** 132.85 (1200-0500Z‡)

® **CHICAGO CENTER APP/DEP CON** 125.05 (0500-1200Z‡)

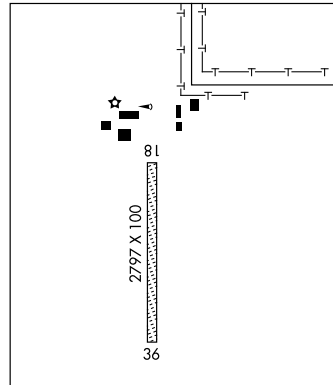
RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'
 W88°16.56' 259° 13.1 NM to fld. 745/3E.

CHICAGO

L-27C

IAP



MORRIS MUNI-JAMES R. WASHBURN FLD (C09) 4 N UTC-6(-5DT) N41°25.44' W88°25.12'

CHICAGO

584 B S4 **FUEL** 80, 100LL, JET A TPA-1384(800) NOTAM FILE C09

H-5E, L-28H, A

RWY 18-36: H5000X75 (ASPH) S-4, D-125 MIRL 0.4% up N

IAP

RWY 18: REIL Building.

RWY 36: REIL. Antenna.

AIRPORT REMARKS: Attended 1400-0200Z‡. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE REIL Rwy 18 and 36-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.175 (815) 941-1815.

COMMUNICATIONS: CTAF/UNICOM 122.8

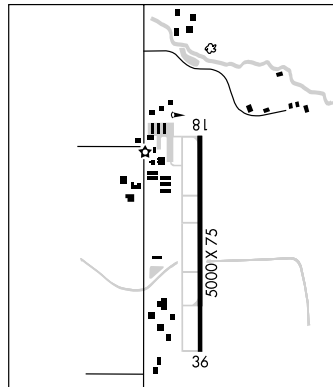
JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

® **CHICAGO APP/DEP CON** 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'
 W88°19.10' 210° 8.6 NM to fld. 592/2E.



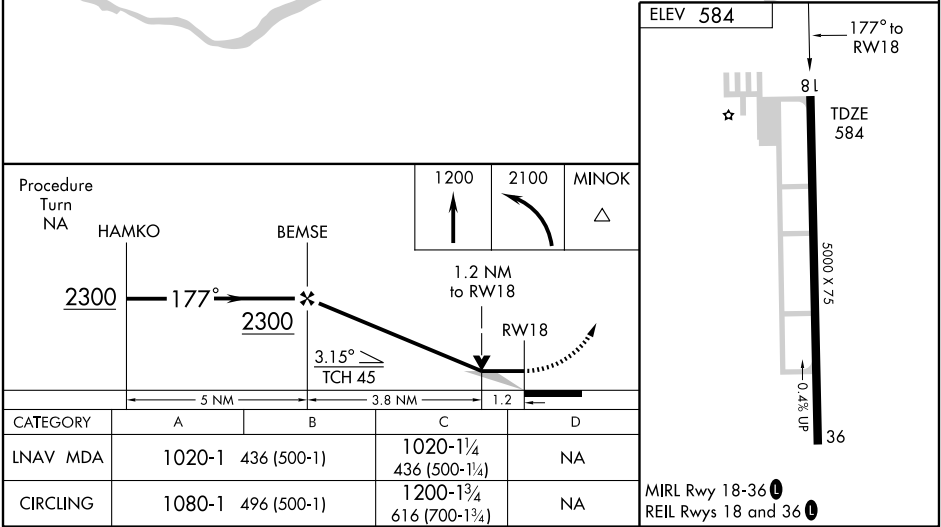
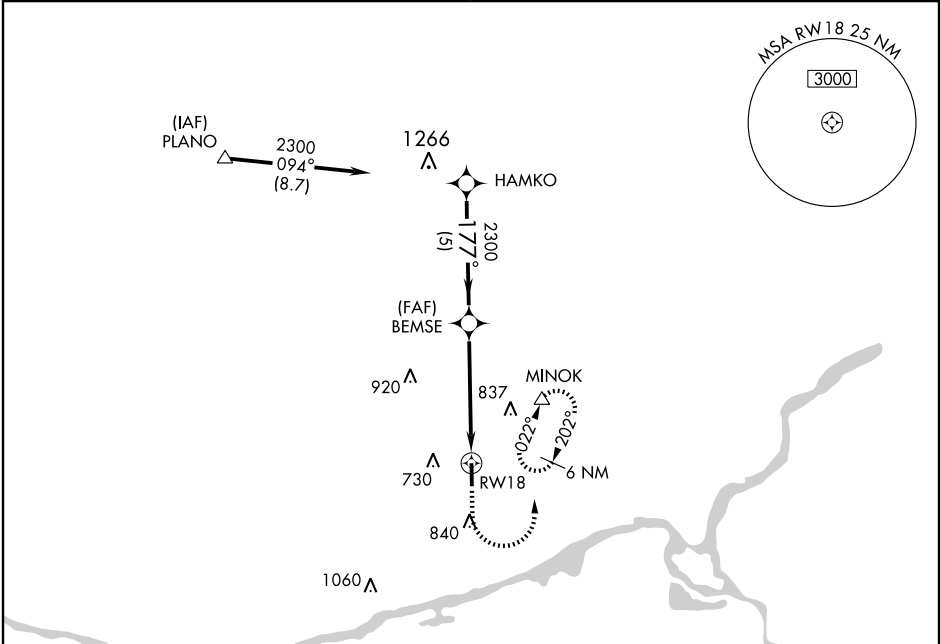
APP CRS	Rwy Idg	5000
177°	TDZE	584
	Apt Elev	584

RNAV (GPS) RWY 18

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

▲ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct MINOK WP and hold.
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AWOS-3 118.175	CHICAGO APP CON 119.35 388.0	UNICOM 122.8 (CTAF) 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

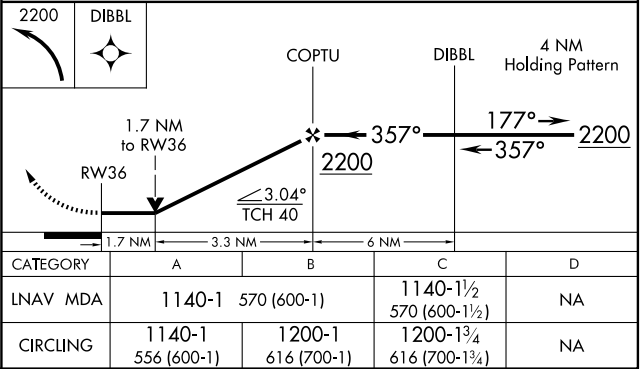
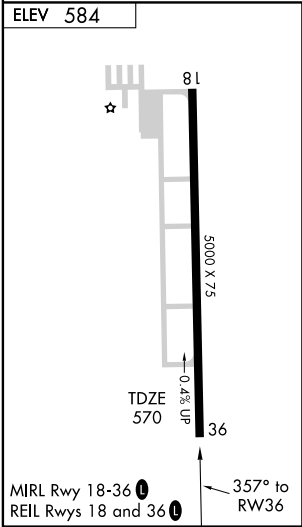
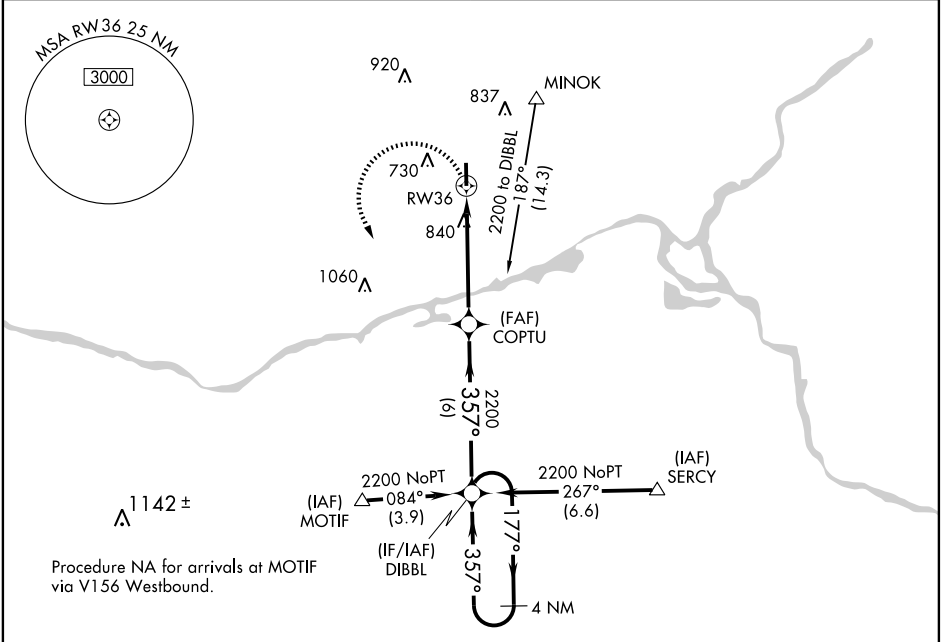
APP CRS	Rwy Idg	5000
357°	TDZE	570
	Apt Elev	584

RNAV (GPS) RWY 36

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

<p>⚠ When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet, and increase LNAV Cat. C visibility ¼ mile. ⚠ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing left turn to 2200 direct DIBBL and hold.</p>
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<p>AWOS-3 118.175</p>	<p>CHICAGO APP CON 119.35 388.0</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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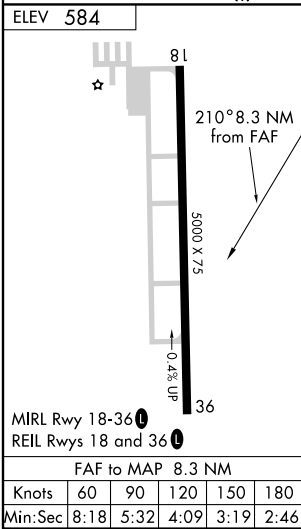
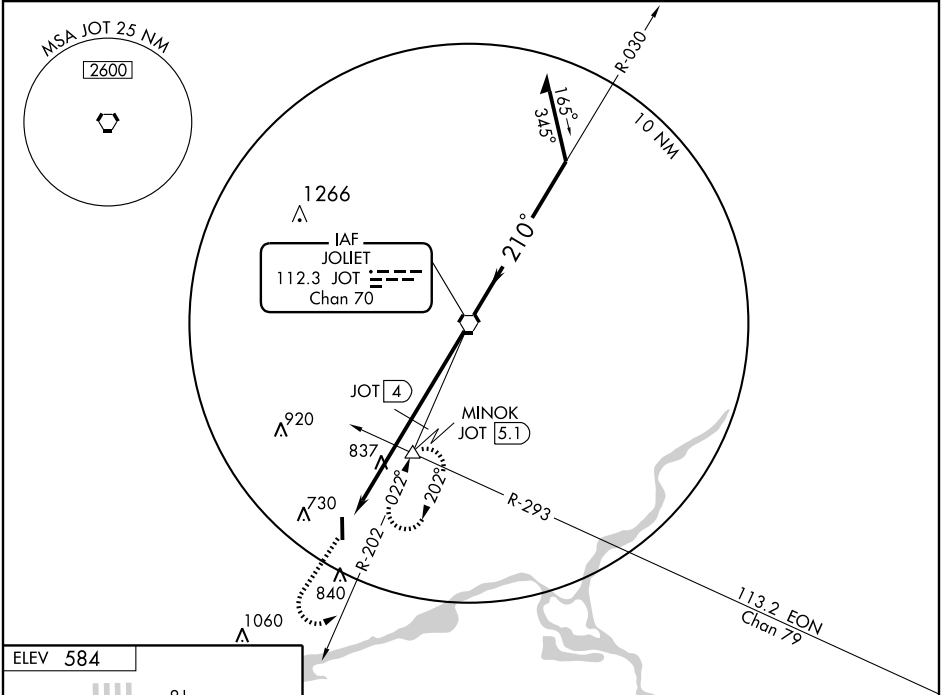
VORTAC JOT	APP CRS	Rwy Idg	N/A
112.3	210°	TDZE	N/A
Chan 70		Apt Elev	584

VOR-A

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

		MISSED APPROACH: Climb to 3000 then left turn via JOT R-202 to MINOK Int/JOT 5.1 DME and hold.
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AWOS-3 118.175	CHICAGO APP CON 119.35 388.0	UNICOM 122.8 (CTAF) 0
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3000		MINOK JOT R-202 112.3 JOT 5.1		VORTAC Remain within 10 NM	
JOT 8.3		JOT 4		2400	
4.3 NM		4 NM		1280	
CATEGORY	A	B	C	D	
CIRCLING	1280-1	696 (700-1)	1280-2	696 (700-2)	NA
DME MINIMUMS					
CIRCLING	1100-1 516 (600-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA	

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

MOUNT CARMEL MUNI (AJG) 12 N UTC-6(-5DT) N38°36.39' W87°43.60'
429 B S2 FUEL 100LL NOTAM FILE AJG
RWY 13-31: H4500X75 (ASPH) MIRL

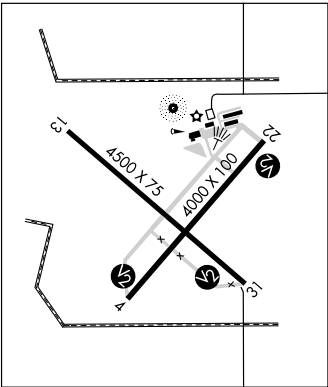
RWY 13: Tree. RWY 31: REIL. PVASI (PSIL)—GA 3.0° TCH 25'.
RWY 04-22: H4000X100 (ASPH) S-11 MIRL
RWY 04: REIL. PVASI(PSIL)—GA 3.0° TCH 29'. Tree.
RWY 22: REIL. PVASI(PSIL)—GA 3.0° TCH 29'. Road.

AIRPORT REMARKS: Attended 1400-2300Z±. Agriculture ops invof arpt.
Rwy 04 PSIL unusable byd 8° left of course. MIRL Rwy 04-22
preset on low ints; to increase ints and ACTIVATE MIRL Rwy
13-31; REIL Rwy 04, Rwy 22 and Rwy 31, PVASI Rwy 04, Rwy 22
and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 134.9 (618) 948-2184.
COMMUNICATIONS: CTAF/UNICOM 122.7

- Ⓡ EVANSVILLE APP/DEP CON 125.6 (1200-0500Z±)
- Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.
LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19'
W87°36.23' 212° 11.4 NM to fld. 430/1W.
NDB (MHW) 524 AJG N38°36.71' W87°43.53' at fld. NOTAM
FILE AJG.



ST LOUIS
L-27D
IAP

MOUNT HAWLEY AUXILIARY (See PEORIA)

MOUNT MORRIS

OGLE CO (C55) 2 SE UTC-6(-5DT) N42°02.24' W89°23.57'
929 B TPA—See Remarks NOTAM FILE IKK
RWY 09-27: 2640X200 (TURF) LIRL (NSTD)

RWY 09: Trees.
AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09-27 and rotating bcn—CTAF. Rwy 09-27 NSTD LIRL due
to spacing; ints and non-frangible—orange cones adjacent to lights. TPA 1729 (800) TPA for ultralights 1329
(400). +10' corn may be on rwy ends during growing season.

COMMUNICATIONS: CTAF 122.9

CHICAGO

MOUNT STERLING MUNI (I63) 2 W UTC-6(-5DT) N39°59.12' W90°48.25'
734 B FUEL 100LL, JET A NOTAM FILE STL
RWY 18-36: H5905X75 (ASPH) MIRL 0.3% up N

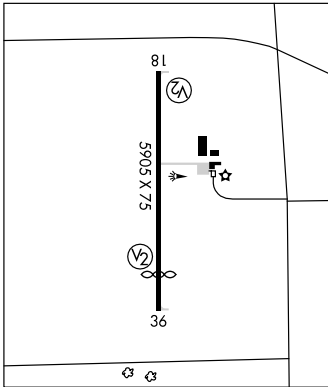
RWY 18: PVASI(PSIL)—GA 3.0° TCH 25'. Pole.
RWY 36: PVASI(PSIL)—GA 3.0° TCH 27'. Tree.

AIRPORT REMARKS: Attended irregularly. Fuel now avbl to public-self
service. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

- Ⓡ KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.87'
W91°16.74' 064° 23.4 NM to fld. 715/5E. HIWAS.



ST LOUIS
H-5D, L-27B
IAP

APP CRS	Rwy Idg	4000
043°	TDZE	429
	Apt Elev	429

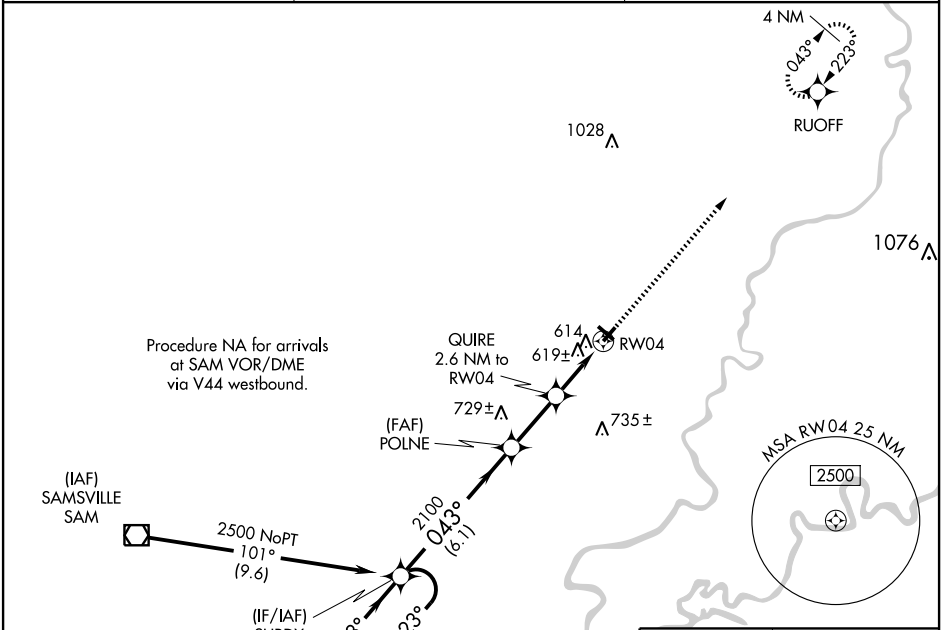
RNAV (GPS) RWY 4

MT. CARMEL MUNI (AJG)

⚠ When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 2500 direct RUOFF and hold.

AWOS-3 134.9	EVANSVILLE APP CON★ 125.6 267.9	UNICOM 122.7 (CTAF) 0
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ELEV 429				
<div>4 NM Holding Pattern</div> <div>2500 ← 223° 043° →</div> <div>GS 3.00° TCH 40</div> <div>2100</div> <div>6.1 NM</div> <div>2.5 NM</div> <div>2.6 NM</div> <div>2500</div> <div>RUOFF</div> <div>*LNAV only.</div> <div>RW04</div> <div>TDZE 429</div> <div>043° to RW04</div> <div>REIL Rwy 4, 22 and 31</div> <div>MIRL Rwy 4-22 and 13-31</div>				
CATEGORY	A	B	C	D
LNAV/ VNAV DA	937-1¾ 508 (600-1¾)			NA
LNAV MDA	880-1	451 (500-1)	880-1¼ 451 (500-1¼)	NA
CIRCLING	980-1	551 (600-1)	980-1½ 551 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53317 W22A	APP CRS 223°	Rwy Idg TDZE 4000 Apt Elev 429
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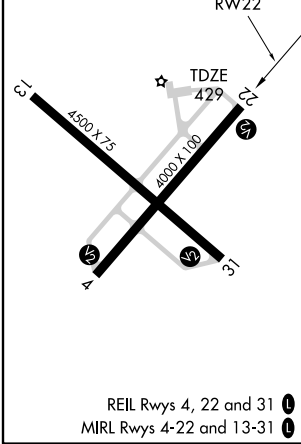
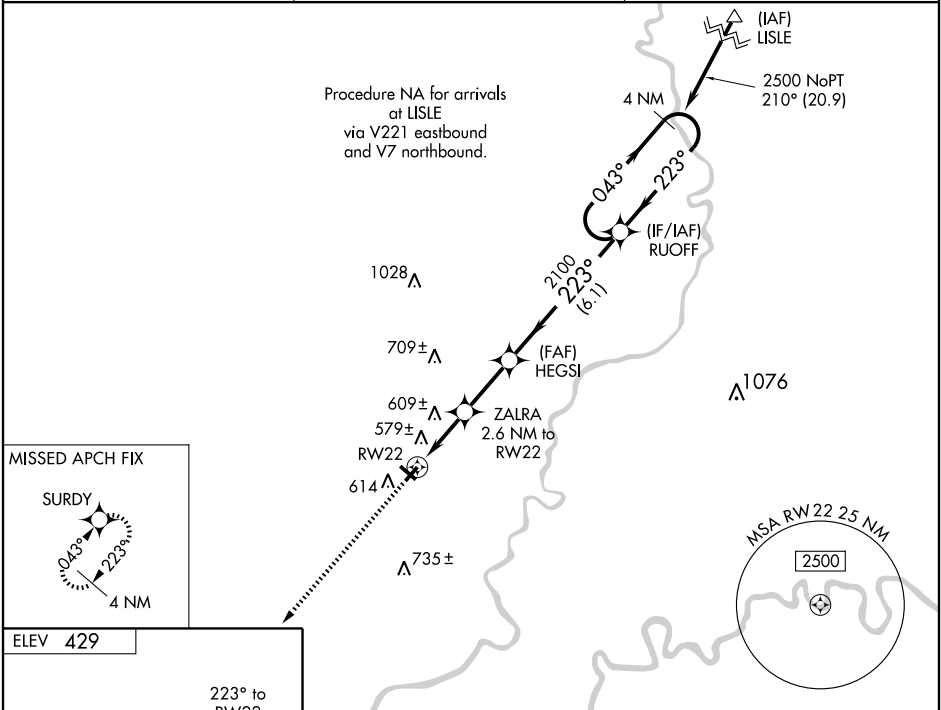
RNAV (GPS) RWY 22

MT. CARMEL MUNI (AJG)

⚠ When VGSI inoperative, Straight-in/Circling Rwy 22 procedure NA at night. When VGSI inoperative, Circling Rwy 4 NA at night. Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet.

MISSED APPROACH:
Climb to 2500 direct
SURDY and hold.

AWOS-3 134.9	EVANSVILLE APP CON★ 125.6 267.9	UNICOM 122.7 (CTAF) ①
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2500	SURDY	VGSI and RNAV glidepath not coincident.	RUOFF	4 NM Holding Pattern
*LNAV only.				
HEGSI 2100 223° 2500 043°				
ZALRA 2.6 NM to RW22 2100 223°				
RW22 2100 223°				
2.6 NM 2.5 NM 6.1 NM				
GS 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	679-1 250 (300-1)			NA
LNAV/VNAV DA	888-1¾ 459 (500-1¾)			NA
LNAV MDA	860-1	431 (500-1)	860-1¼ 431 (500-1¼)	NA
CIRCLING	980-1	551 (600-1)	980-1½ 551 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010

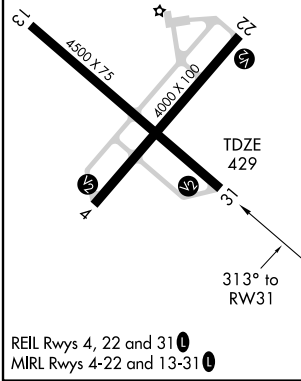
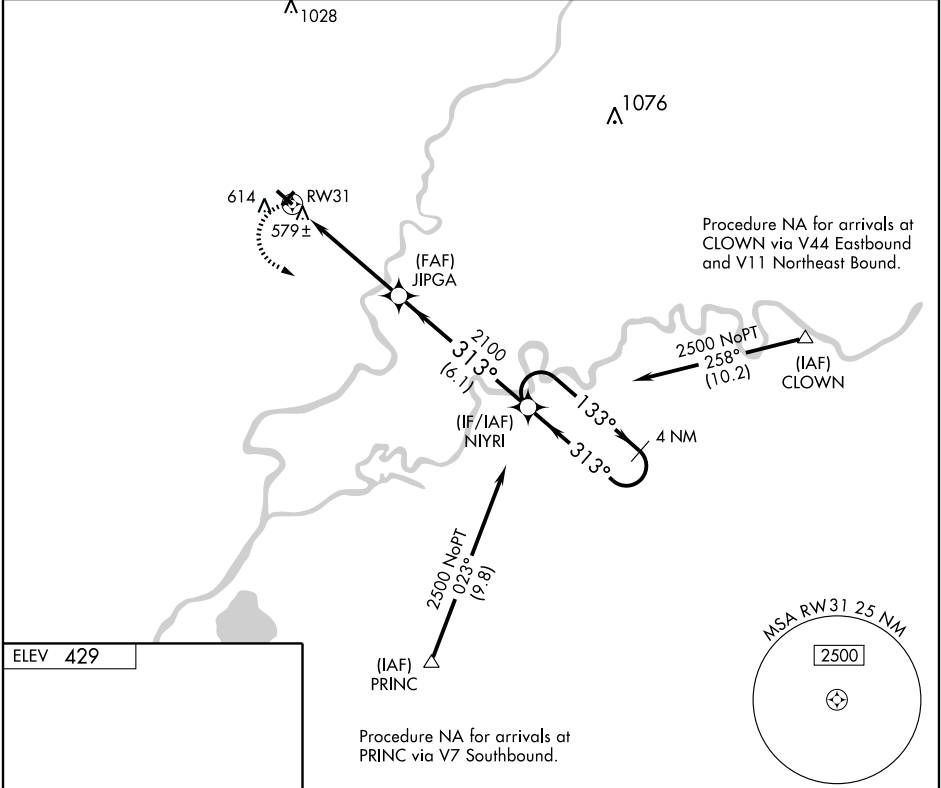
EC-3, 21 OCT 2010 to 18 NOV 2010


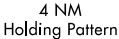
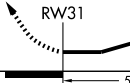
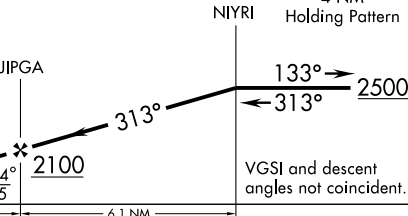
APP CRS	Rwy Idg	4500
313°	TDZE	429
	Apt Elev	429

RNAV (GPS) RWY 31
MT. CARMEL MUNI (AJG)

<p>▽ NA</p>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and increase LNAV Cat. D visibility ¼ mile.	MISSED APPROACH: Climbing left to turn 2500 direct NIYRI and hold.
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AWOS-3 134.9	EVANSVILLE APP CON★ 125.6 267.9	UNICOM 122.7 (CTAF) 0
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RW31		VGSi and descent angles not coincident.			
CATEGORY	A	B	C	D	
LNAV MDA	840-1	411 (500-1)	840-1¼	411 (500-1¼)	
CIRCLING	980-1	551 (600-1)	980-1½ 551 (600-1½)	980-2 551 (600-2)	

EC-3, 21 OCT 2010 to 18 NOV 2010

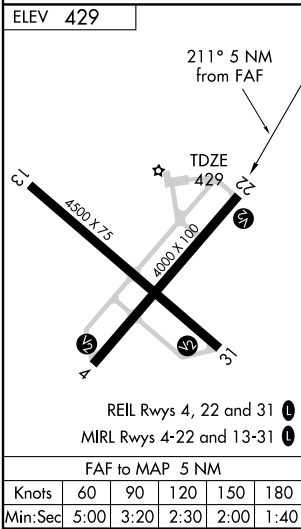
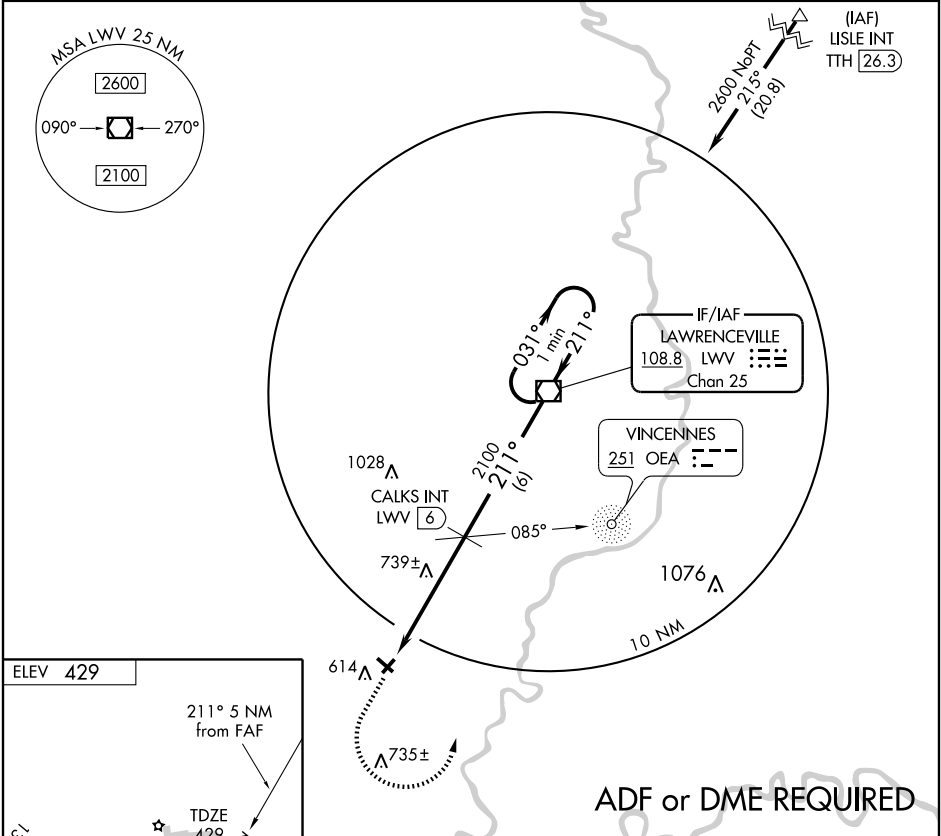
EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME LWV	APP CRS	Rwy Ldg	4000
108.8	211°	TDZE	429
Chan 25		Apt Elev	429

VOR RWY 22
MT. CARMEL MUNI (AJG)

▼ ▲ NA	Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and all Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct LWV VOR/DME and hold.
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AWOS-3 134.9	EVANSVILLE APP CON★ 125.6 267.9	UNICOM 122.7 (CTAF) ①
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1500	2600	LWV	VGSI and descent angles not coincident.	VOR/DME	One Minute Holding Pattern
↑	↩	☐			
CALKS INT LWV ⑥			031° → 2600 ← 211°		
LWV ⑪			211°		
3.04°			2100		
TCH 40			5 NM 6 NM		
CATEGORY	A	B	C	D	
S-22	1000-1	571 (600-1)	1000-1½ 571 (600-1½)	NA	
CIRCLING	1000-1	571 (600-1)	1000-1½ 571 (600-1½)	NA	

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

MOUNT CARMEL MUNI (AJG) 12 N UTC-6(-5DT) N38°36.39' W87°43.60'

ST LOUIS
L-27D
IAP

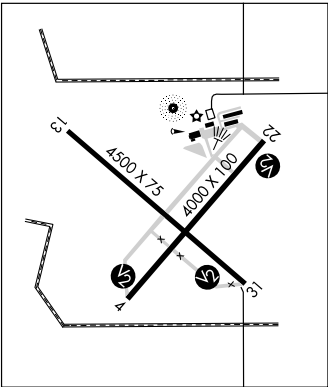
429 B S2 FUEL 100LL NOTAM FILE AJG
RWY 13-31: H4500X75 (ASPH) MIRL
RWY 13: Tree. RWY 31: REIL. PVASI (PSIL)—GA 3.0° TCH 25'.
RWY 04-22: H4000X100 (ASPH) S-11 MIRL
RWY 04: REIL. PVASI(PSIL)—GA 3.0° TCH 29'. Tree.
RWY 22: REIL. PVASI(PSIL)—GA 3.0° TCH 29'. Road.

AIRPORT REMARKS: Attended 1400-2300Z±. Agriculture ops invof arpt.
Rwy 04 PSIL unusable byd 8° left of course. MIRL Rwy 04-22
preset on low ints; to increase ints and ACTIVATE MIRL Rwy
13-31; REIL Rwy 04, Rwy 22 and Rwy 31, PVASI Rwy 04, Rwy 22
and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 134.9 (618) 948-2184.
COMMUNICATIONS: CTAF/UNICOM 122.7

- Ⓡ EVANSVILLE APP/DEP CON 125.6 (1200-0500Z±)
- Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.
LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19'
W87°36.23' 212° 11.4 NM to fld. 430/1W.
NDB (MHW) 524 AJG N38°36.71' W87°43.53' at fld. NOTAM
FILE AJG.



MOUNT HAWLEY AUXILIARY (See PEORIA)

MOUNT MORRIS

OGLE CO (C55) 2 SE UTC-6(-5DT) N42°02.24' W89°23.57'

CHICAGO

929 B TPA—See Remarks NOTAM FILE IKK
RWY 09-27: 2640X200 (TURF) LIRL (NSTD)
RWY 09: Trees.

AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09-27 and rotating bcn—CTAF. Rwy 09-27 NSTD LIRL due
to spacing; ints and non-frangible—orange cones adjacent to lights. TPA 1729 (800) TPA for ultralights 1329
(400). +10' corn may be on rwy ends during growing season.

COMMUNICATIONS: CTAF 122.9

MOUNT STERLING MUNI (I63) 2 W UTC-6(-5DT) N39°59.12' W90°48.25'

ST LOUIS
H-5D, L-27B
IAP

734 B FUEL 100LL, JET A NOTAM FILE STL
RWY 18-36: H5905X75 (ASPH) MIRL 0.3% up N
RWY 18: PVASI(PSIL)—GA 3.0° TCH 25'. Pole.
RWY 36: PVASI(PSIL)—GA 3.0° TCH 27'. Tree.

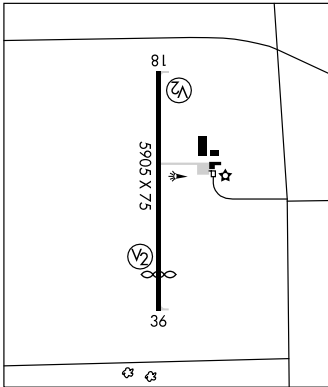
AIRPORT REMARKS: Attended irregularly. Fuel now avbl to public-self
service. ACTIVATE MIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

- Ⓡ KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.87'
W91°16.74' 064° 23.4 NM to fld. 715/5E. HIWAS.



WAAS CH 45912 W18A	APP CRS 180°	Rwy Idg 5905 TDZE 734 Apt Elev 734
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RNAV (GPS) RWY 18
MOUNT STERLING MUNI (I63)

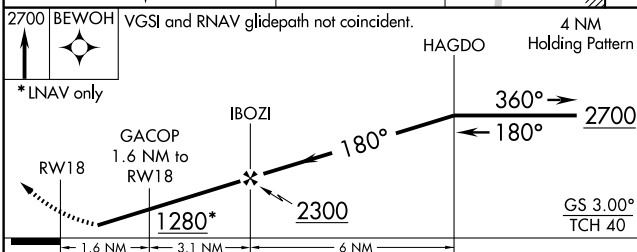
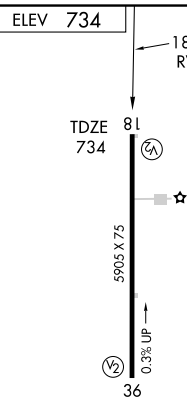
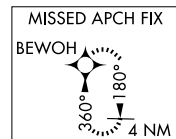
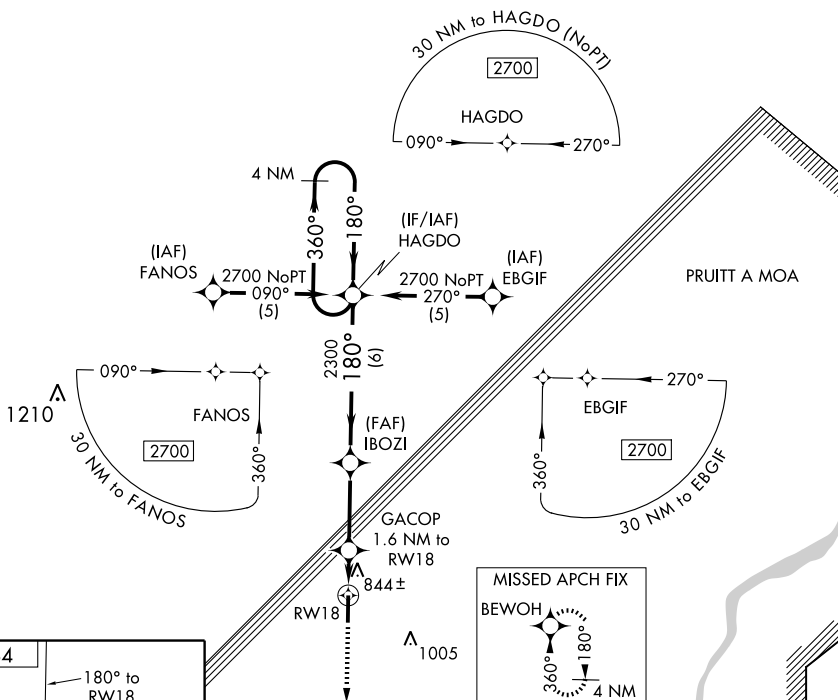
MOUNT STERLING MUNI (T63)

T Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A NA Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct BEWOH and hold.

QUINCY ASOS
121,425

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	1066-1¼ 332 (400-1¼)			
LNAV/ VNAV	DA	1191-1¾ 457 (500-1¾)			
LNAV	MDA	1160-1 426 (500-1)		1160-1¼ 426 (500-1¼)	
CIRCLING		1200-1 466 (500-1)		1200-1½ 466 (500-1½)	1300-2 566 (600-2)

WAAS CH 97712 W36A	APP CRS 360°	Rwy Idg 5905 TDZE 725 Apt Elev 734
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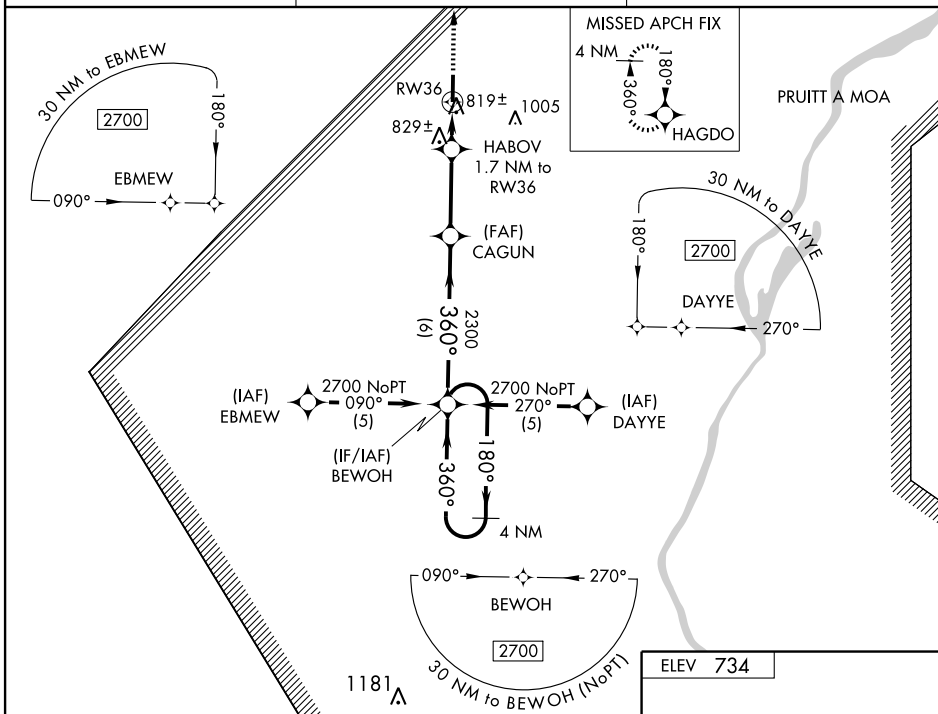
RNAV (GPS) RWY 36
MOUNT STERLING MUNI (I63)



Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility $\frac{1}{4}$ mile.

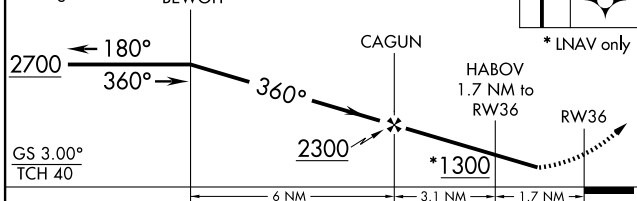
MISSED APPROACH: Climb to 2700 direct HAGDO and hold.

QUINCY ASOS
121.425

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) **L**

4 NM Holding Pattern	VGSI and RNAV glidepath not coincident. BEWOH	2700 	HAGDO 
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CATEGORY	A	B	C	D
LPV DA	1074-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1136-1½ 411 (500-1½)			
LNAV MDA	1140-1 415 (500-1)		1140-1¼ 415 (500-1¼)	
CIRCLING	1200-1 466 (500-1)		1200-1½ 466 (500-1½)	1300-2 566 (600-2)

NA

Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase Circling Cats A/B/C MDA 20 feet.

MISSED APPROACH:

Climbing left turn to 2300 via heading 190° and UIN VORTAC R-064 to FRANA/18 DME and hold.

QUINCY ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern		VORTAC		AFXAP UIN 8		FRANA UIN 18		FRANA UIN 18	
2300 ← 244°		2300 → 064°		2300		2300		2300	
8 NM		10 NM		5.2 NM					
CATEGORY	A	B	C	D					
CIRCLING	1260-1 526 (600-1)	1260-1¼ 526 (600-1¼)	1260-1½ 526 (600-1½)	1300-2 566 (600-2)					

ELEV 734

064° 5.2 NM from FAF

81

5905 X 75

0.3% UP

36

☆

MIRL Rwy 18-36 0

MOUNT STERLING, ILLINOIS

Amdt 1 09183

39° 59' N-90° 48' W

MOUNT STERLING MUNI (I63)

VOR/DME-A

MOUNT VERNON (MVN) 3 E UTC-6(-5DT) N38°19.40' W88°51.51'

ST LOUIS

480 B S4 FUEL 100LL, JET A OX 2 Class IV, ARFF Index A NOTAM FILE MVN

H-5E, L-27C

RWY 05-23: H6496X150 (ASPH-GRVD) S-50, D-90, 2S-95, 2D-110 HIRL

IAP

RWY 05: VASI(V4L)—GA 3.0° TCH 32.2'. Thld dspcd 774'. Railroad.

RWY 23: MALSR. Trees.

RWY 15-33: H3146X100 (ASPH-PFC) S-12 MIRL 0.7% up NW

RWY 15: Tree. RWY 33: Railroad.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-6496 TODA-6496 ASDA-6496 LDA-5722

RWY 23: TORA-5572 TODA-5572 ASDA-5572 LDA-5572

AIRPORT REMARKS: Attended 1230-0200Z+. For svcs after hrs call

618-315-5462. Migratory waterfowl and deer on and in/ovf arpt.

Rwy 15-33 not avbl for air carrier ops with more than 30 passenger seats. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call 618-242-7016. SW General Aviation apron clsd except by PPR from arpt manager ctc 618-242-7016. Rwy 05 also 18' railroad 238' from rwy end 498' right of centerline 2:1 slope. Heliport for private use by Air-Evac Lifeteam only. ACTIVATE MIRL Rwy 15-33 and HIRL Rwy 05-23; MALSR Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 113.8 VNN (618) 242-7933**COMMUNICATIONS:** CTAF/UNICOM 123.0

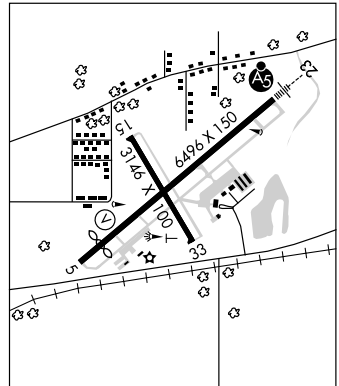
RCO 122.05R 113.8T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE MVN.

(L) VOR/DME 113.8 VNN Chan 85 N38°21.72' W88°48.44' 224° 3.3 NM to fld. 558/2E. AWOS-3.

ILS 111.7 I-MVN Rwy 23. Class IE.

**NEWARK****CUSHING FLD LTD** (ØC8) 2 SW UTC-6(-5DT) N41°31.17' W88°36.34'

CHICAGO

640 FUEL MOGAS TPA-1440(800) NOTAM FILE IKK

RWY 18-36: 2831X180 (TURF) LIRL (NSTD)

RWY 18: Thld dspcd 380'. P-line. RWY 36: Thld dspcd 250'. Fence.

AIRPORT REMARKS: Attended irregularly. Ultralight activity on and in/ovf arpt. ACTIVATE LIRL Rwy 18-36—CTAF. Rwy 18-36 NSTD LIRL lgts ints varies; non FAA approved L-800 series. Rwy 18 P-line marked with orange balls. Rwy 18-36 dspcd thlds marked with orange and white painted wood with one red lgt adjacent to each marker.

COMMUNICATIONS: CTAF/UNICOM 122.7**NORTHBROOK** N42°13.29' W87°57.11' NOTAM FILE IKK.

CHICAGO

(H) VORW/DME 113.0 OBK Chan 77 163° 6.8 NM to Chicago Executive. 758/2W.

COPTER

DME unusable 215°-330° byd 35 NM blo 3000'.

H-5E, L-28H, A

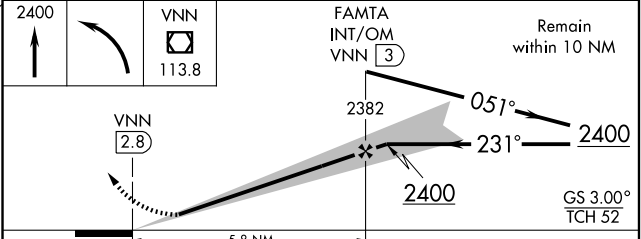
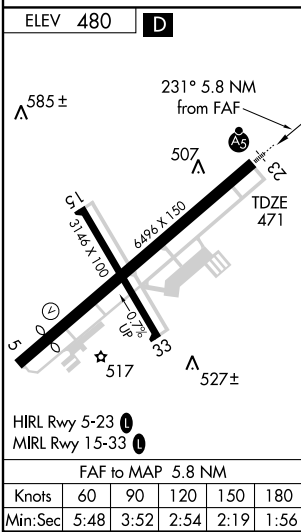
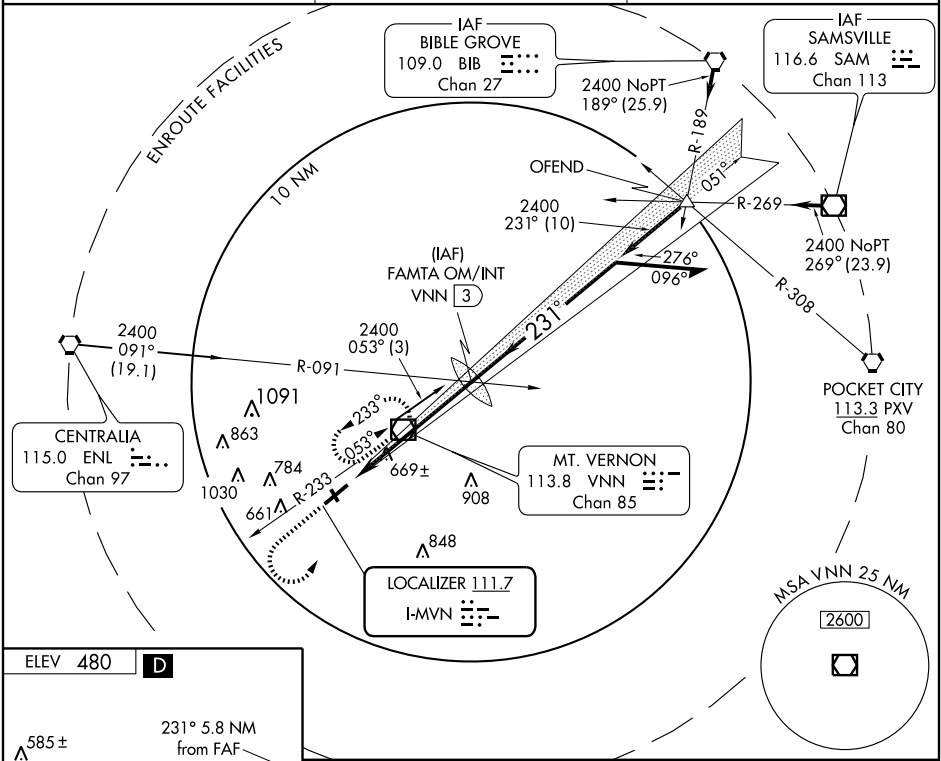
OGLE CO (See MOUNT MORRIS)

LOC I-MVN 111.7	APP CRS 231°	Rwy Idg TDZE Apt Elev	6496 471 480
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ILS RWY 23
MOUNT VERNON (MVN)

MISSED APPROACH: Climb to 2400 then left turn direct VNN VOR/DME and hold.

AWOS-3 113.8	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 23	671-1/2 200 (200-1/2)			
S-LOC 23	920-1/2 449 (500-1/2)	920-3/4 449 (500-3/4)	920-1 449 (500-1)	
CIRCLING	980-1 500 (500-1)	1000-1 520 (600-1 1/2)	1140-2 660 (700-2)	

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58010 W23A	APP CRS 231°	Rwy Idg 5572 TDZE 471 Apt Elev 480
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RNAV (GPS) RWY 23

MOUNT VERNON (MVN)

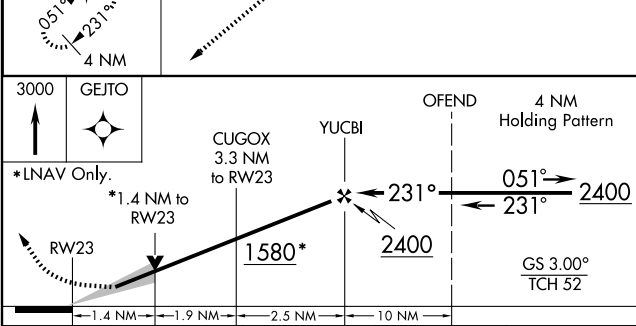
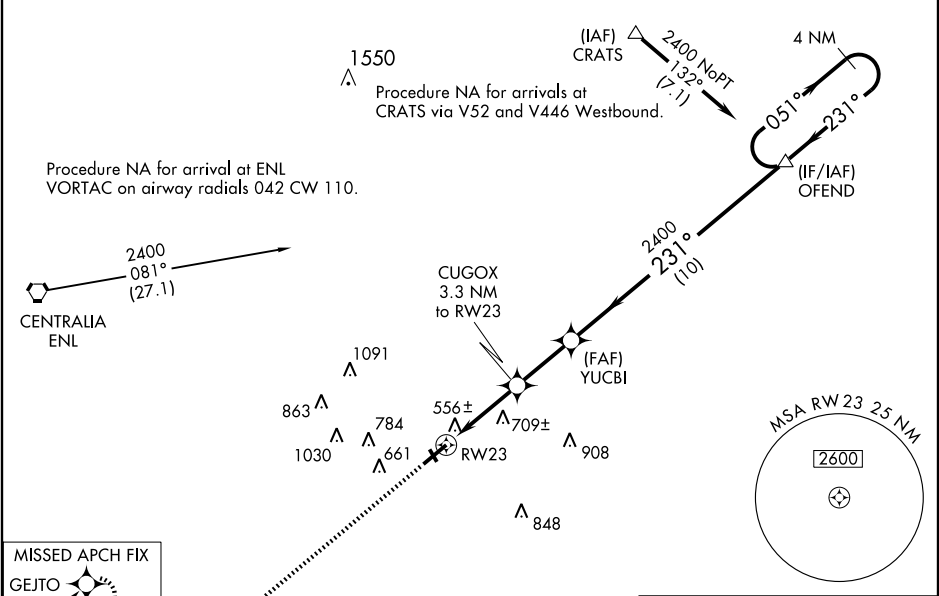
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet and all MDA 60 feet, and increase LNAV Cat. C/D and Circling Cat. D visibility ¼ mile. For inoperative MALSR, when using Centralia altimeter setting, increase LPV all Cats, visibility to 1 mile. VDP and Baro-VNAV NA when using Centralia altimeter setting.

MALSR

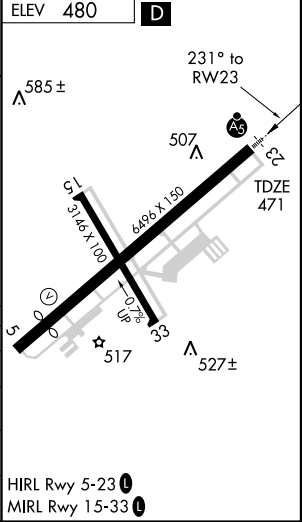
A5

MISSED APPROACH:
Climb to 3000 direct GEJTO and hold.

AWOS-3 113.8	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	721-½		250 (300-½)	
LNAV/VNAV DA	873-1		402 (400-1)	
LNAV MDA	960-½	489 (500-½)	960-¾ 489 (500-¾)	960-1 489 (500-1)
CIRCLING	1000-1	520 (600-1)	1000-½ 520 (600-½)	1140-2 660 (700-2)




EC-3, 21 OCT 2010 to 18 NOV 2010


EC-3, 21 OCT 2010 to 18 NOV 2010

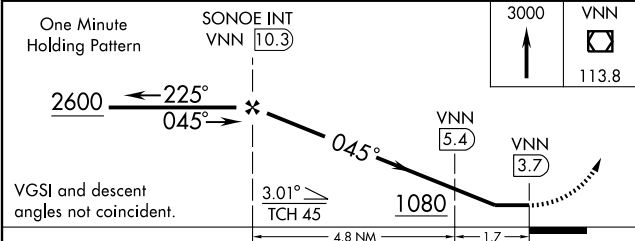
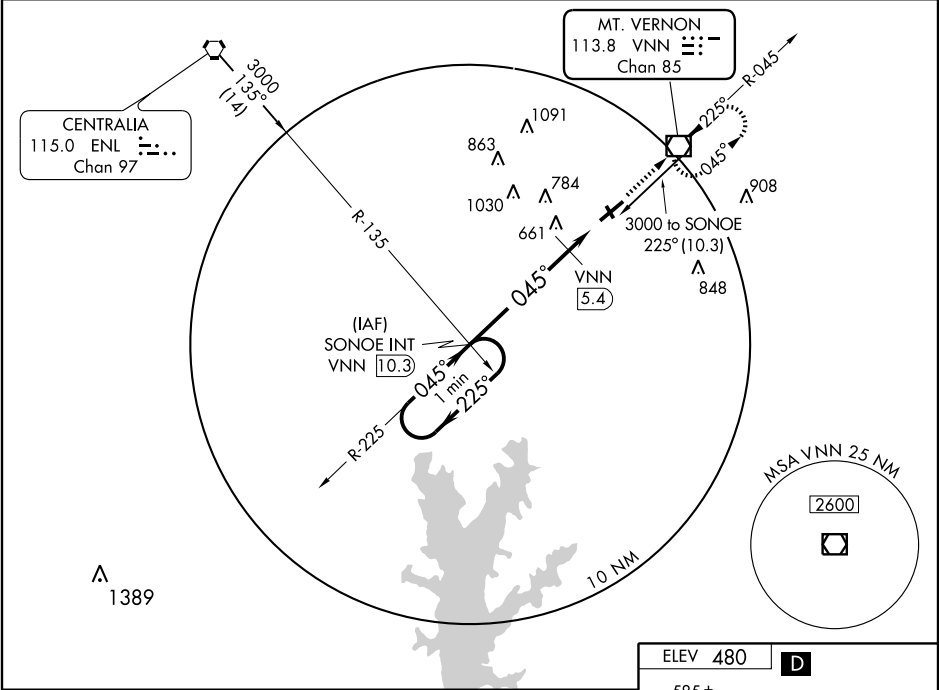
VOR/DME VNN	APP CRS	Rwy Idg	5722
113.8	045°	TDZE	469
Chan 85		Apt Elev	480

VOR RWY 5
MOUNT VERNON (MVN)

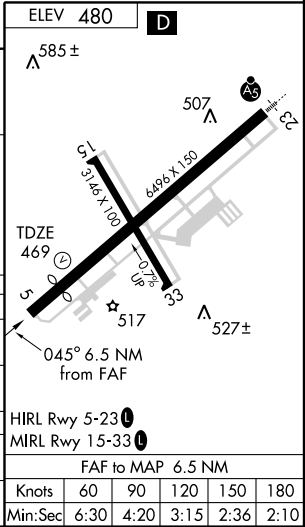


MISSED APPROACH: Climb to 3000 direct VNN VOR/DME and hold.

AWOS-3 113.8	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.0 (CTAF) 
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CATEGORY	A	B	C	D
S-5	1080-1	611 (600-1)	1080-1¾ 611 (600-1¾)	1080-2 611 (600-2)
CIRCLING	1080-1	600 (600-1)	1080-1¾ 600 (600-1¾)	1140-2 660 (700-2)
DME MINIMUMS				
S-5	920-1	451 (500-1)	920-1¼ 451 (500-1¼)	920-1½ 451 (500-1½)
CIRCLING	980-1	500 (500-1)	1000-1½ 520 (600-1½)	1140-2 660 (700-2)



AL-5317 (FAA)

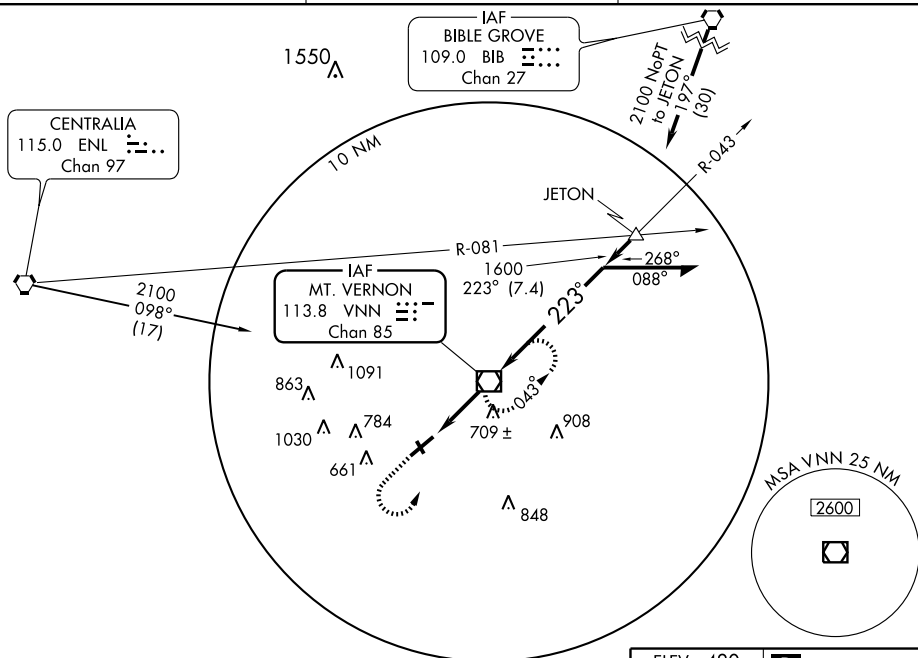
VOR RWY 23
MOUNT VERNON (MVN)

MALSR

MISSED APPROACH: Climb to 2100 then left turn direct VNN VOR/DME and hold.

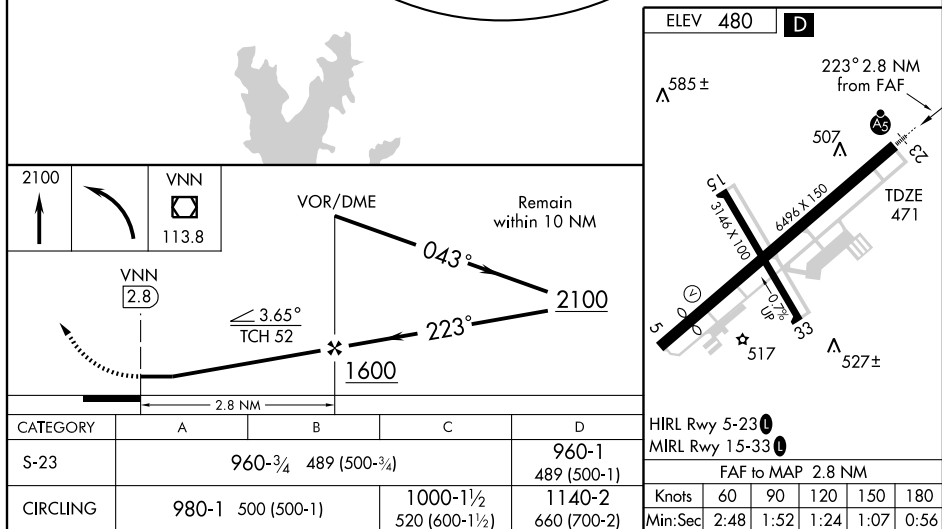
KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) **L**



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3. 21 OCT 2010 to 18 NOV 2010



38°19'N-88°52'W

MOUNT VERNON (MVN)
VOR RWY 23

OLNEY—NOBLE (OLY) 4 W UTC-6(-5DT) N38°43.31' W88°10.59'
482 B S4 FUEL 100LL, JET A+ TPA-1282(800) NOTAM FILE OLY
RWY 11-29: H4100X75 (ASPH) S-12 MIRL 0.3% up W

RWY 11: REIL. VASI(V2L)—GA 3.0° TCH 25'. Road.

RWY 29: VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 03-21: H3599X60 (ASPH) S-18, D-25 MIRL

RWY 03: REIL. Tree. RWY 21: Trees.

AIRPORT REMARKS: Attended 1400Z±-2300Z±. For arpt attendance after hrs call 618-393-2967. Fuel 100LL and JET A+ avbl 24 hours with credit card. MIRL Rwy 11-29 preset on low ints—to increase ints and ACTIVATE VASI Rws 11 and 29, REIL Rwy 11, MIRL Rwy 03-21 and REIL Rwy 03—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (618) 393-4416.

COMMUNICATIONS: CTAF/UNICOM 123.0

SAMSVILLE RCO 122.1R 116.6T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

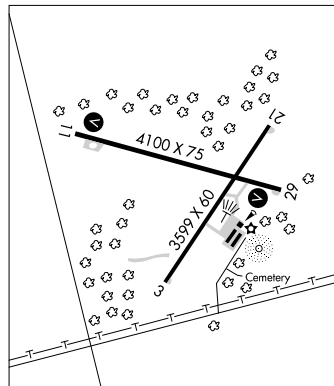
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11'

W88°05.15' 340° 14.8 NM to fld. 540/3E.

NDB (MHW) 272 OLY N38°43.09' W88°10.37' at fld.
NOTAM FILE OLY.

ILS/DME 110.5 I-LZW Chan 42 Rwy 11. LOC unusable
byd 20 degrees right of course.



ST LOUIS

L-27C

IAP

OTTAWA N41°21.75' W88°51.26' NOTAM FILE IKK.
NDB (MHW) 266 at Skydive Chicago. VFR only. Out of svc indef.

CHICAGO

OTTAWA

SKYDIVE CHICAGO (8N2) 4 NE UTC-6(-5DT) N41°23.99' W88°47.64'

616 TPA-1416(800) NOTAM FILE IKK

RWY 03-21: H4522X50 (ASPH) S-12.5 LIRL

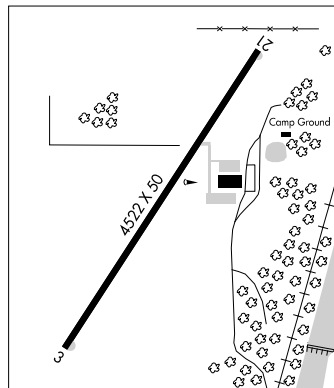
AIRPORT REMARKS: Attended 1400Z±-dusk. Extensive parachute activity on and invof arpt. 268' cellular twr ½ mile WSW of Rwy 03. For noise abatement fly wide pattern Rwy 03. Ldg fee. ACTIVATE LIRL Rwy 03-21—122.725.

COMMUNICATIONS: CTAF 122.725 UNICOM 122.725

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 246° at 23.2 NM to fld. 592/2E.



CHICAGO

L-28H

PALESTINE N39°00.85' W87°38.50' NOTAM FILE RSV.
NDB (MHW) 391 PLX at Robinson Muni.

ST LOUIS

L-27D

PALMYRA

ZELMER MEM AIRPARK INC (5K1) 1 S UTC-6(-5DT) N39°25.20' W89°59.47'

663 FUEL 100LL, MOGAS TPA-1463(800) NOTAM FILE STL

RWY 18-36: H2900X32 (ASPH) LIRL

RWY 18: Building. RWY 36: Thld dsplcd 307'.

AIRPORT REMARKS: Attended irregularly, for attendant call 217-439-7497. ACTIVATE NSTD LIRL Rwy 18-36—CTAF.

Rwy 36 dsplcd thld marked with white line and three amber lgts on each side.

COMMUNICATIONS: CTAF 122.9.

ST LOUIS

PARIS N39°41.90' W87°40.45' NOTAM FILE PRG.
NDB (MHW) 341 PRG at Edgar Co. Unmonitored 2200-1400Z±.

ST LOUIS

L-27D

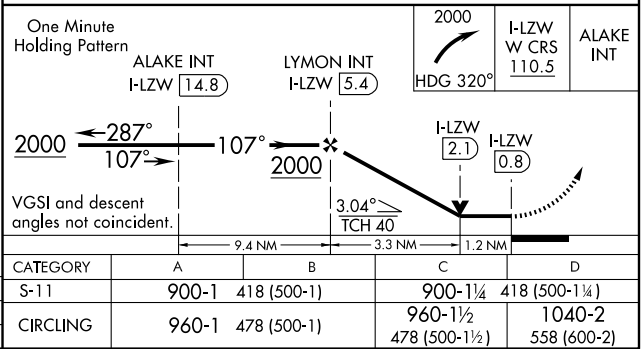
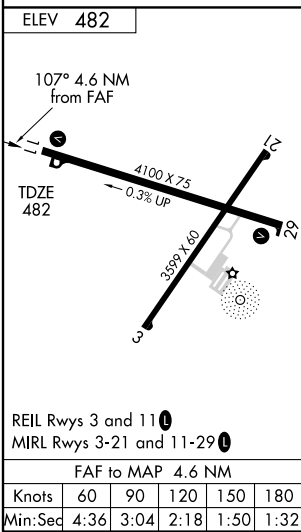
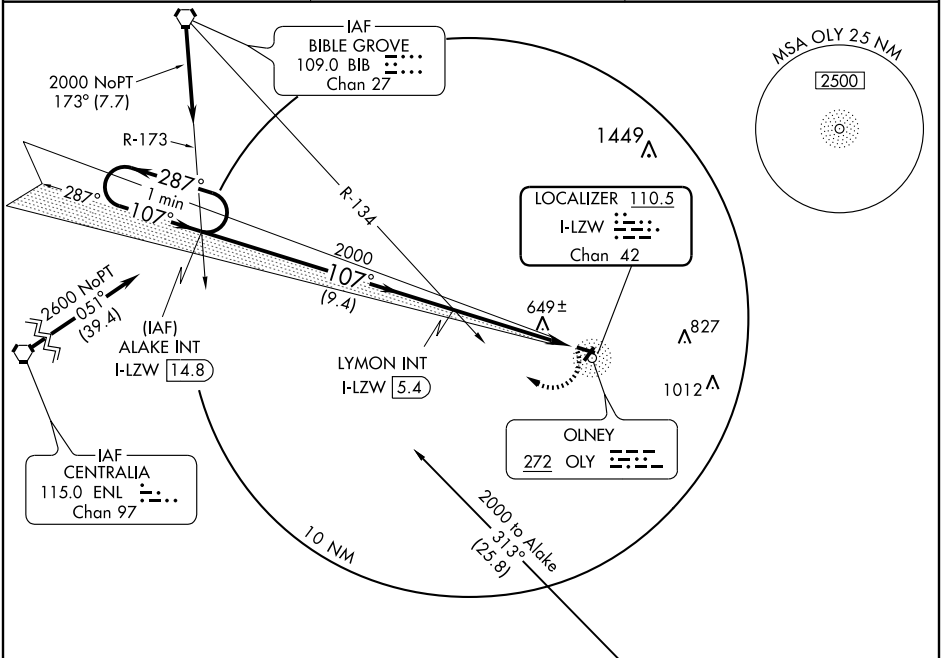
▼

NA

If local altimeter setting not received, use Evansville altimeter setting and increase all MDAs 140 feet.
VDP NA with Evansville altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via heading 320° and I-LZW West course to ALAKE INT/
I-LZW 14.8 DME and hold.

AWOS-3 119.275	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.0 (CTAF) 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

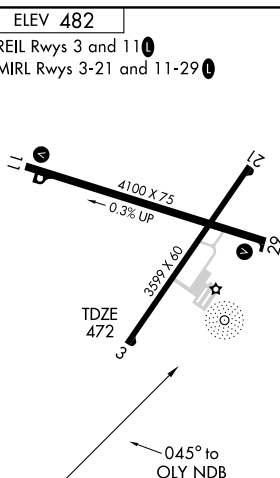
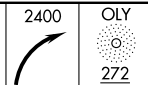
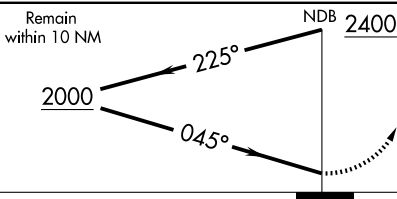
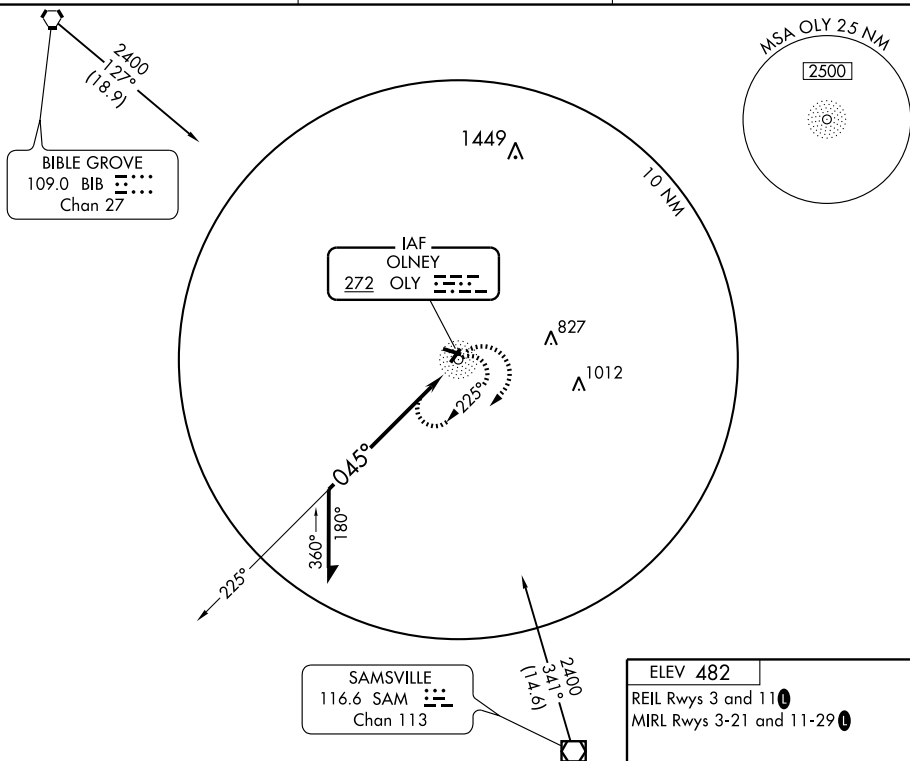
Rwy Idg	4100
TDZE	472
Apt Elev	482

NDB RWY 3
OLNEY-NOBLE (OLY)

V	Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and	MISSED APPROACH: Climbing right turn to 2400 in OLY NDB holding pattern.
A	increase S-3 Cat C and D and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. Procedure NA at night.	

AWOS-3
119.275

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
S-3	1040-1	568 (600-1)	1040-1½ 568 (600-1½)	1040-1¾ 568 (600-1¾)
CIRCLING	1040-1	558 (600-1)	1040-1½ 558 (600-1½)	1040-2 558 (600-2)

APP CRS	Rwy Idg	4100
036°	TDZE	472
	Apt Elev	482

RNAV (GPS) RWY 3

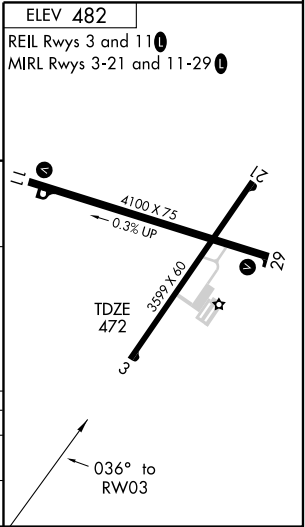
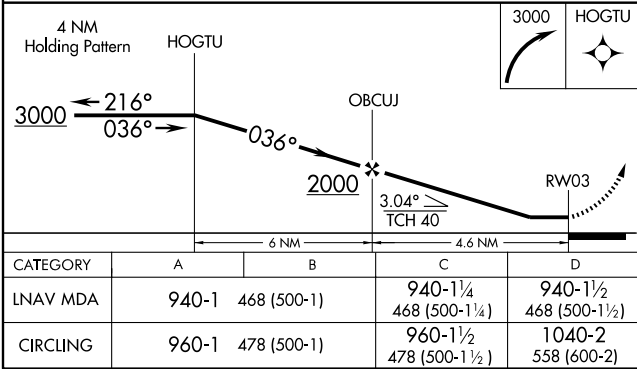
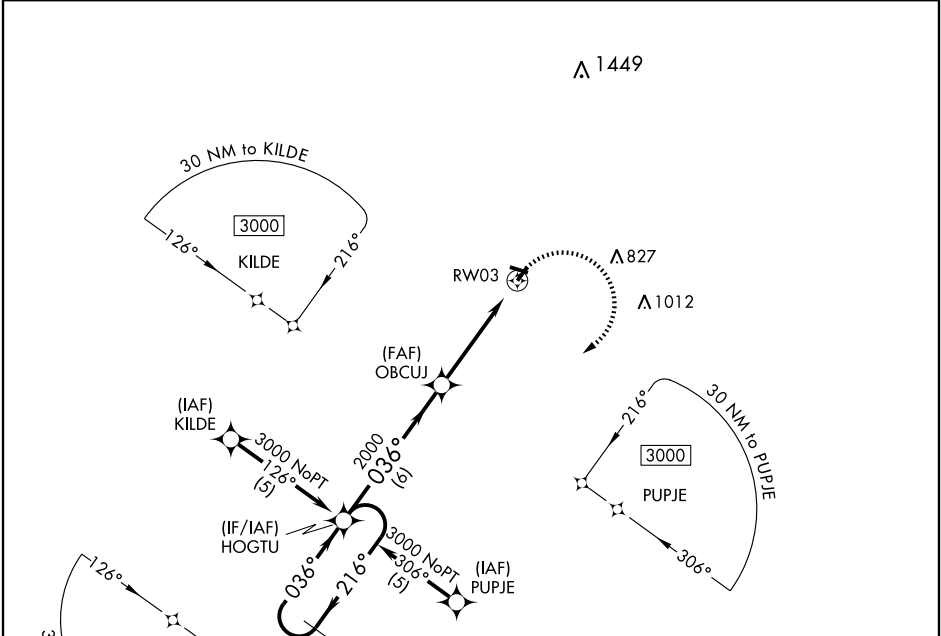
OLNEY-NOBLE (OLY)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Procedure NA at night.

▲

MISSED APPROACH:
Climbing right turn to 3000 direct HOGTU and hold.

AWOS-3 119.275	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.0 (CTAF) 0
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APP CRS	Rwy Idg	4100
107°	TDZE	482
	Apt Elev	482

RNAV (GPS) RWY 11

OLNEY-NOBLE (OLY)

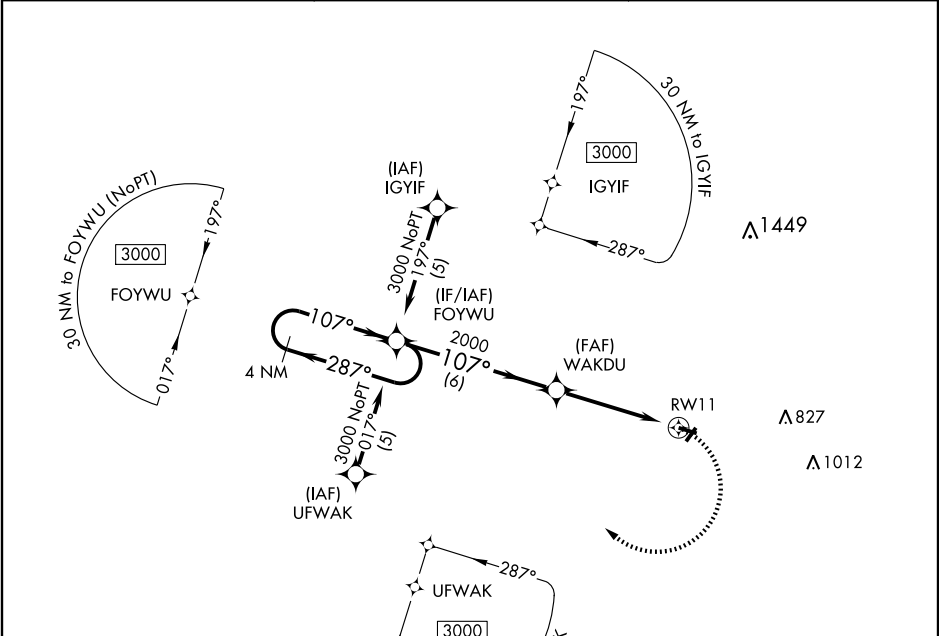
▼

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet; increase all Cat C and D visibilities ¼ mile. Procedure NA at night.

⚠

MISSED APPROACH: Climbing right turn to 3000 direct FOYWU and hold.

AWOS-3 119.275	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern

FOYWU

3000

287°

107°

WAKDU

2000

107°

RW11

6 NM

4.6 NM

3.04° TCH 40

VGSI and descent angles not coincident.

3000

FOYWU

107° to RW11

0.3% UP

4100 X 75

2399 X 60

ELEV 482

REIL Rws 3 and 11

MIRL Rws 3-21 and 11-29

TDZE 482

CATEGORY	A	B	C	D
LNAV MDA	920-1	438 (500-1)	920-1¼ 438 (500-1¼)	920-1½ 438 (500-1½)
CIRCLING	960-1	478 (500-1)	960-1½ 478 (500-1½)	1040-2 558 (600-2)

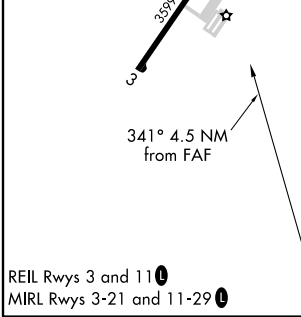
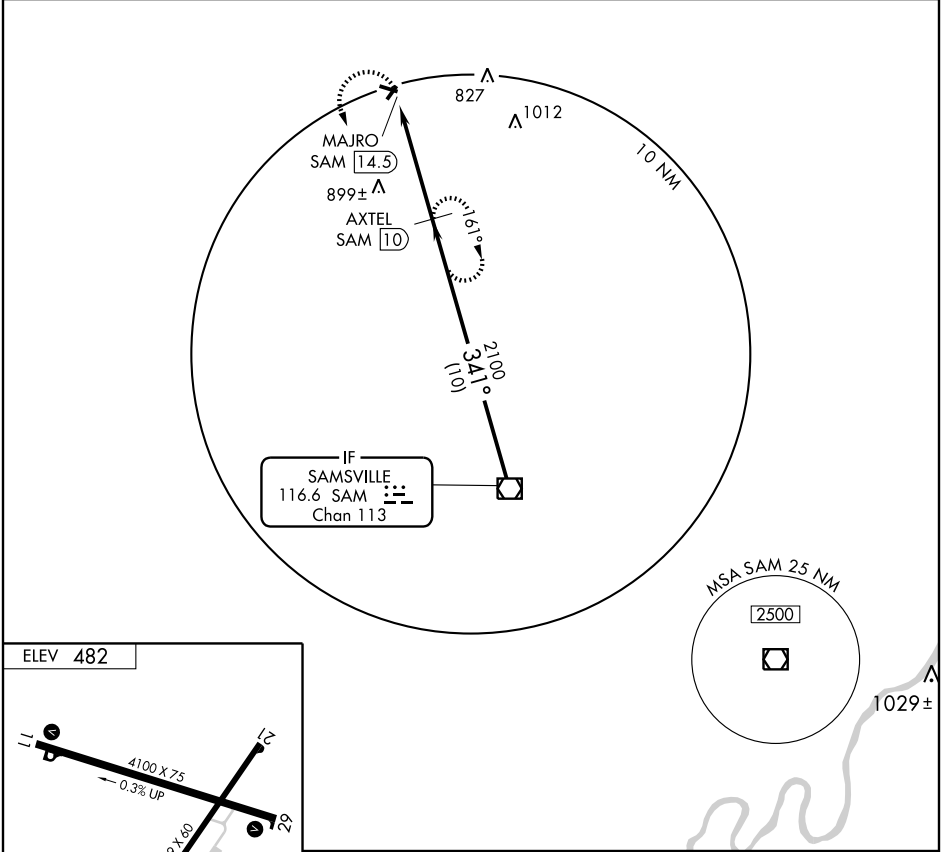
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



▲

Procedure NA at night. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet, increase Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2100 via SAM VOR/DME R-341 to AXTEL/SAM 10 DME and hold.

AWOS-3 119.275	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.0 (CTAF) 0
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<div><div>2100</div><div></div><div>SAM R-341 116.6</div></div>		<div>AXTEL SAM 10</div>		<div>VOR/DME</div>		
		<div><div>AXTEL SAM 10</div><div></div></div>		<div><div>2100</div><div></div><div>341°</div></div>		<div>2100</div>
		<div><div>MAJRO SAM 14.5</div><div></div></div>		<div>Procedure Turn NA</div>		
		<div>4.5 NM</div>		<div>10 NM</div>		
CATEGORY	A		B	C	D	
CIRCLING	960-1 478 (500-1)		960-1½ 478 (500-1½)	1040-2 558 (600-2)		

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

PARIS

EDGAR CO (PRG) 5 N UTC-6(-5DT) N39°42.01' W87°40.18'

654 B FUEL 100LL TPA-1454(800) NOTAM FILE PRG

RWY 09-27: H4502X75 (ASPH) S-12.5 MIRL

RWY 09: PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†, Sun on call. Rwy 09 VASI and Rwy 27 VASI unusable byd 5° left/rgt of centerline. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE PVASI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (217) 465-4304.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ HULMAN APP/DEP CON 125.45, 118.3 (1100-0300Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

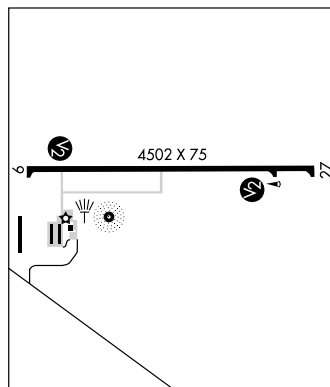
TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34' W87°14.94' 301° 23.3 NM to fld. 606/2E. HIWAS.

PARIS NDB (MHW) 341 PRG N39°41.90' W87°40.45' at fld.
Unmonitored 2200-1400Z†. NOTAM FILE PRG.

ST LOUIS

L-27D

IAP



PAXTON (1C1) 2 SW UTC-6(-5DT) N40°26.94' W88°07.67'

779 B S4 FUEL 100LL, MOGAS TPA-1579(800) NOTAM FILE STL

RWY 18-36: H3409X50 (ASPH) S-12.5 MIRL (NSTD) 0.7% up N

RWY 18: REIL. TRCV(TRIL)—GA 3.0° TCH 50'. Thld dspld 800'. Tree.

RWY 36: TRCV(TRIL)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended irregularly. Maintenance on call phone 217-249-2296 avbl May thru Sep. Rwy 18 dspld thld painted white line across rwy. Rwy 18-36 NSTD MIRL—fixture spacing and lgt ints varies.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

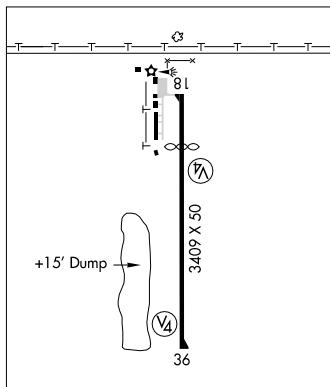
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ROBERTS (L) VOR/DME 116.8 RBS Chan 115 N40°34.90' W88°09.86' 166° 8.1 NM to fld. 780/2E.

CHICAGO

L-27C

IAP



PARIS, ILLINOIS

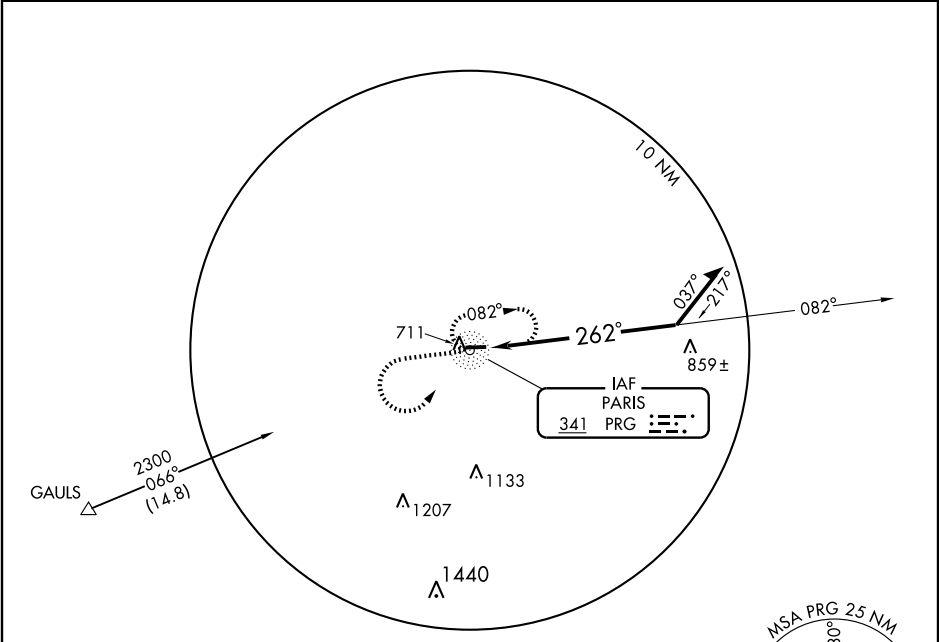
AL-6298 (FAA)

NDB PRG	APP CRS	Rwy Idg	4502
341	262°	TDZE	651
		Apt Elev	654

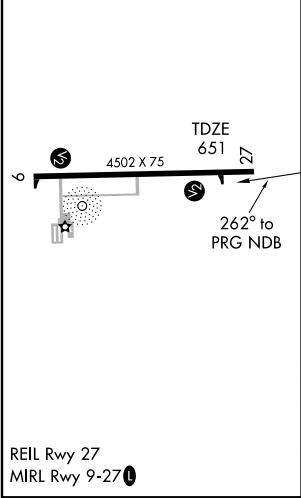
NDB RWY 27
PARIS/ EDGAR COUNTY (PRG)

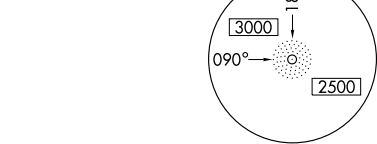

<p>▼</p> <p>▲ NA</p>	<p>When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet, and all Cat C visibilities ¼ mile. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2300 then left turn direct PRG NDB and hold.</p>
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AWOS-3 124.175	HULMAN APP CON ★ 125.45 339.8	UNICOM 123.0 (CTAF) ①
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ELEV 654



2300 ↑		PRG ○ 341		
			Remain within 10 NM 2300	
				
CATEGORY	A	B	C	D
S-27	1220-1	569 (600-1)	1220-1½ 569 (600-1½)	NA
CIRCLING	1220-1	566 (600-1)	1220-1½ 566 (600-1½)	NA

PARIS, ILLINOIS
Amdt 10 07354

39° 42'N-87° 40'W

PARIS/ EDGAR COUNTY (PRG)
NDB RWY 27

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

PARIS, ILLINOIS

AL-6298 (FAA)

APP CRS	Rwy Idg	4502
087°	TDZE	654
	Apt Elev	654

RNAV (GPS) RWY 9

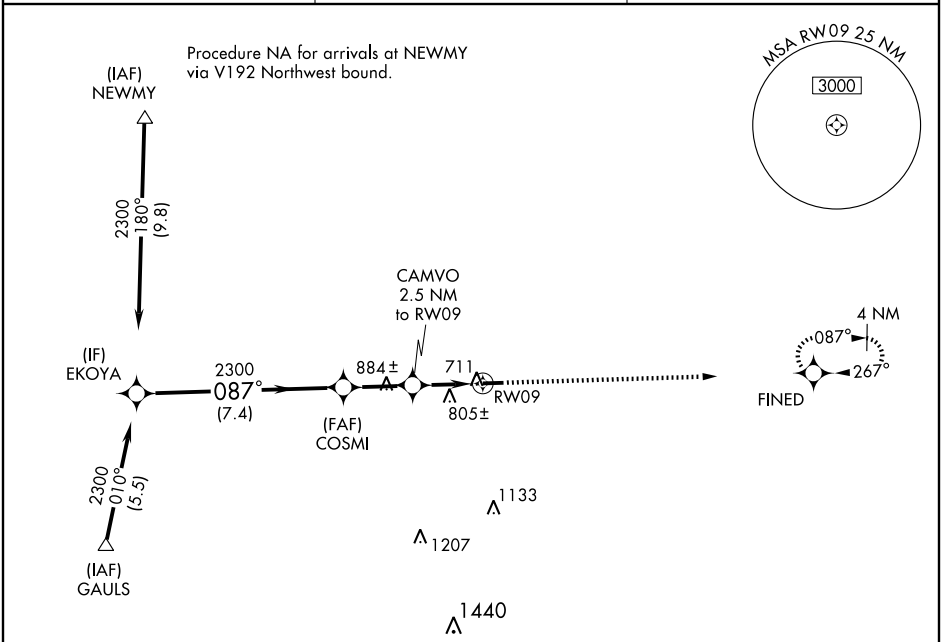
PARIS/EDGAR COUNTY (PRG)

⚠

When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct FINED and hold.

AWOS-3 124.175	HULMAN APP CON ★ 125.45 339.8	UNICOM 123.0 (CTAF) ①
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ELEV 654

2300

FINED

TDZE 654

4502 X 75

27

Procedure Turn NA

VGSI and descent angles not coincident.

3.04° TCH 40

7.4 NM

2.5 NM

2.5 NM

CATEGORY	A	B	C	D
RNAV MDA	1060-1	406 (500-1)	1060-1¼ 406 (500-1¼)	NA
CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 ①

PARIS, ILLINOIS
Orig 07354

39° 42' N-87° 40' W

PARIS/EDGAR COUNTY (PRG)

RNAV (GPS) RWY 9

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4502
267°	TDZE	651
	Apt Elev	654

RNAV (GPS) RWY 27

PARIS/EDGAR COUNTY (PRG)

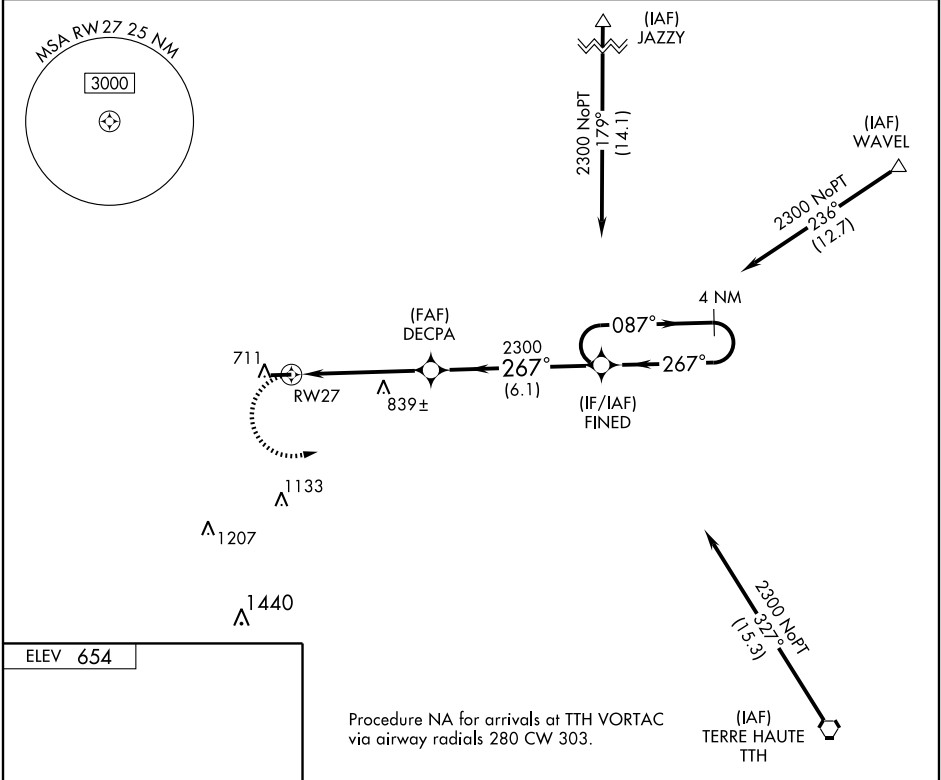
⚠

When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

⚠

MISSED APPROACH: Climbing left turn to 2300 direct FINED and hold.

AWOS-3 124.175	HULMAN APP CON ★ 125.45 339.8	UNICOM 123.0 (CTAF) ①
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2300

FINED

DECPA

2300

267°

FINED

4 NM Holding Pattern

RW27

3.04° TCH 40

5 NM

6.1 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1100-1	449 (500-1)	1100-1¼ 449 (500-1¼)	NA
CIRCLING	1100-1 446 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 ①

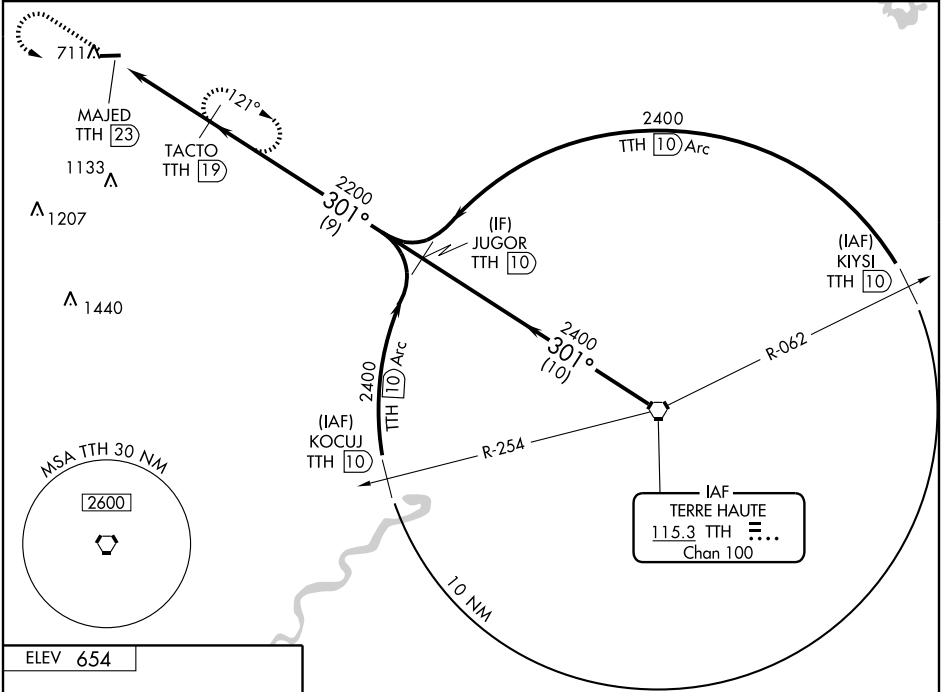
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

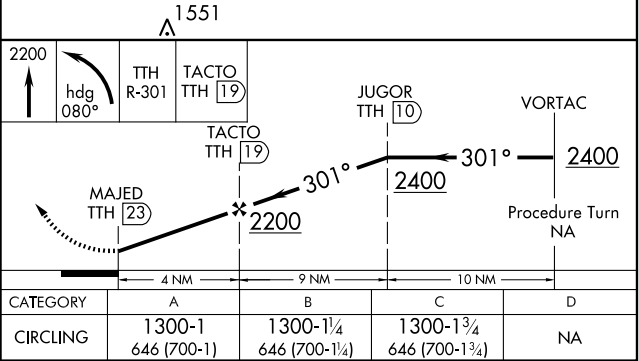
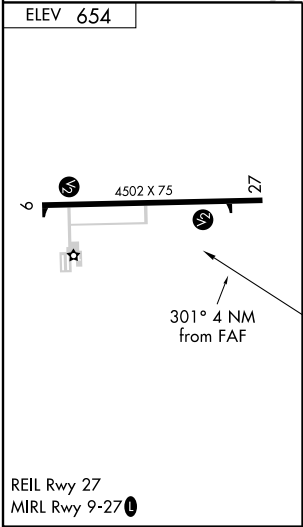
When local altimeter setting not received, use Terre Haute
Intl-Hulman Field, IN altimeter setting and increase all MDA 80 feet;
increase Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 then left
turn heading 080° and TTH VORTAC R-301
to TACTO/TTH 19 DME and hold.

AWOS-3 124.175	HULMAN APP CON ★ 125.45 339.8	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrival
on TTH VORTAC
airway radials 280 CW 342.



PARIS

EDGAR CO (PRG) 5 N UTC-6(-5DT) N39°42.01' W87°40.18'

654 B FUEL 100LL TPA-1454(800) NOTAM FILE PRG

RWY 09-27: H4502X75 (ASPH) S-12.5 MIRL

RWY 09: PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†, Sun on call. Rwy 09 VASI and Rwy 27 VASI unusable byd 5° left/rgt of centerline. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE PVASI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (217) 465-4304.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ HULMAN APP/DEP CON 125.45, 118.3 (1100-0300Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

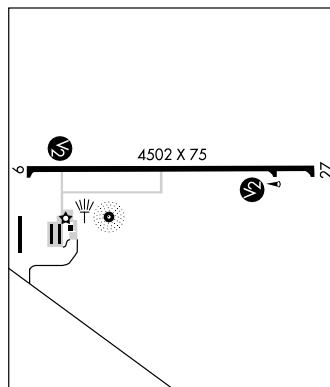
TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34' W87°14.94' 301° 23.3 NM to fld. 606/2E. HIWAS.

PARIS NDB (MHW) 341 PRG N39°41.90' W87°40.45' at fld.
Unmonitored 2200-1400Z†. NOTAM FILE PRG.

ST LOUIS

L-27D

IAP



PAXTON (1C1) 2 SW UTC-6(-5DT) N40°26.94' W88°07.67'

779 B S4 FUEL 100LL, MOGAS TPA-1579(800) NOTAM FILE STL

RWY 18-36: H3409X50 (ASPH) S-12.5 MIRL (NSTD) 0.7% up N

RWY 18: REIL. TRCV(TRIL)—GA 3.0° TCH 50'. Thld dsplcd 800'. Tree.

RWY 36: TRCV(TRIL)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended irregularly. Maintenance on call phone 217-249-2296 avbl May thru Sep. Rwy 18 dsplcd thld painted white line across rwy. Rwy 18-36 NSTD MIRL—fixture spacing and lgt ints varies.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

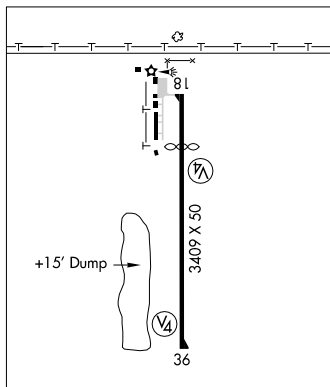
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ROBERTS (L) VOR/DME 116.8 RBS Chan 115 N40°34.90' W88°09.86' 166° 8.1 NM to fld. 780/2E.

CHICAGO

L-27C

IAP



APP CRS	Rwy Idg	2609
183°	TDZE	777
	Apt Elev	779

RNAV (GPS) RWY 18
PAXTON (1C1)

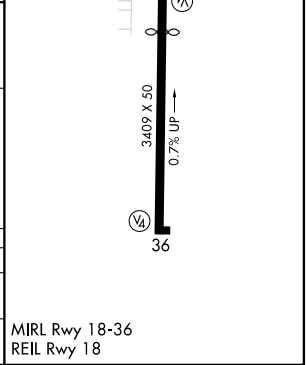
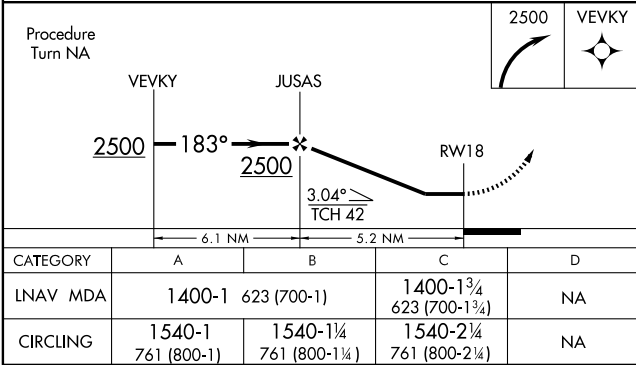
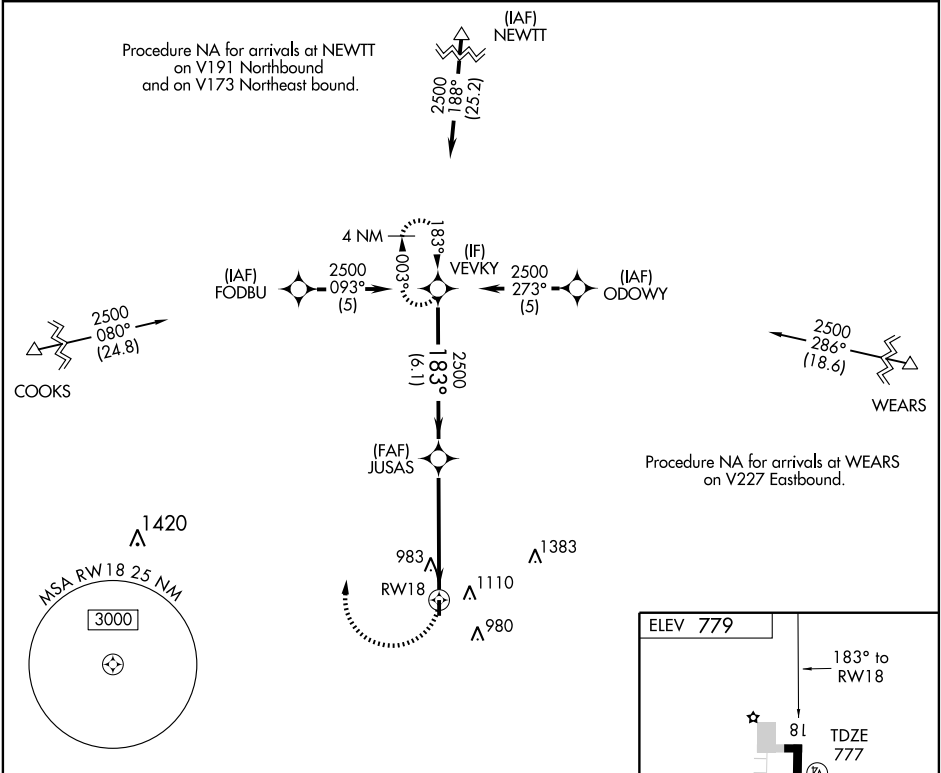
▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct VEVKY and hold.

CHAMPAIGN-URBANA ASOS 124.85	CHAMPAIGN APP CON ★ 121.35 291.0	UNICOM 122.8 (CTAF)
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

PAXTON, ILLINOIS

AL-6857 (FAA)

10182

VOR/DME RBS 116.8 Chan 115	APP CRS 166°	Rwy Idg 2609 TDZE 777 Apt Elev 779
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APP CRS
166°

Rwy Idg	2609
TDZE	777
Apt Elev	779

VOR RWY 18
PAXTON (1C1)

T
A NA

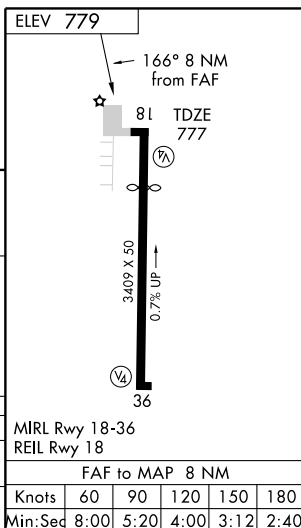
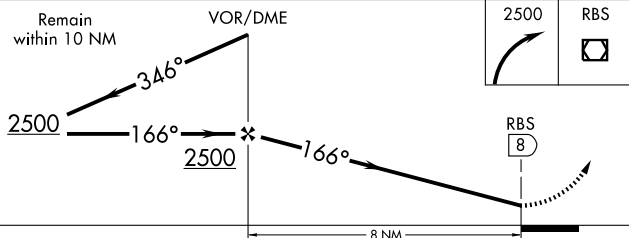
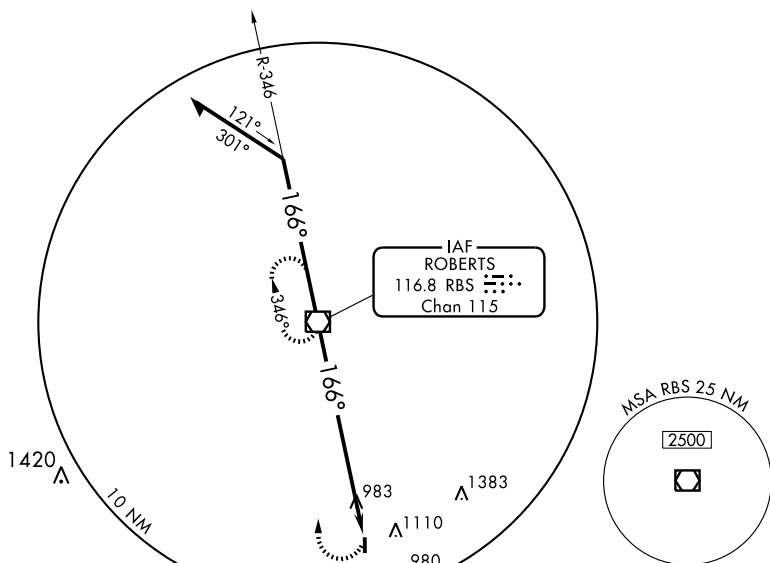
Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase S-18 and Circling Cat A visibility $\frac{1}{4}$ mile and S-18 Circling Cat C visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climbing right turn to 2500 direct RBS VOR/DME and hold.

CHAMPAIGN-URBANA ASOS
124.85

CHAMPAIGN APP CON ★
121.35 291.0

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-18	1580-1 803 (900-1)	1580-1¼ 803 (900-1¼)	1580-2¼ 803 (900-2¼)	NA
CIRCLING	1580-1 801 (900-1)	1580-1¼ 801 (900-1¼)	1580-2¼ 801 (900-2¼)	NA

PAXTON, ILLINOIS
Amdt 2 01JUL10

40°27'N - 88°08'W

PAXTON (1C1)
VOR RWY 18

EC-3, 21 OCT 2010 to 18 NOV 2010

PEKIN MUNI (C15) 4 S UTC-6(-5DT) N40°29.29' W89°40.55'

530 B FUEL 100LL, JET A TPA-1330(800) NOTAM FILE IKK

RWY 09-27: H5000X75 (ASP) S-15 HIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 20'.

RWY 27: PAPI(P2L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended 1400-2300Z±. ACTIVATE HIRL Rwy 09-27 and PAPIs Rwy 09 and Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **PEORIA APP/DEP CON** 124.675

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

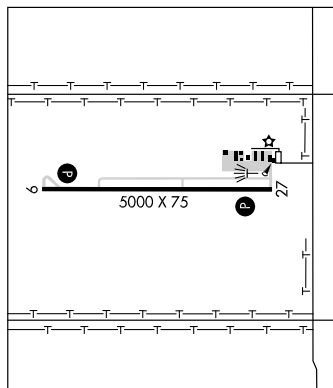
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 151° 12.7 NM to fld. 730/4E.

CHICAGO

H-5D, L-27C

IAP



PEORIA N40°40.80' W89°47.57' NOTAM FILE PIA.

(L) **VORTACW** 115.2 PIA Chan 99 098° 4.6 NM to General Downing-Peoria Intl. 730/4E.

VOR portion unusable 009°-019° blo 8000' and between 25 and 35 NM.

RCO 122.35 (KANKAKEE RADIO)

CHICAGO

H-5D, L-27C

PEORIA

GENERAL DOWNING-PEORIA INTL (PIA) 4 W UTC-6(-5DT) N40°39.85' W89°41.60'

660 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE PIA

RWY 13-31: H10104X150 (CONC-GRVD) S-100, D-175, 2S-175, 2D-310 HIRL

RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 59'. Thld displcd 500'.

Tree.

RWY 31: MALSR. Tree.

RWY 04-22: H8003X150 (ASP-GRVD) S-100, D-175, 2S-175, 2D-300 HIRL

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 31'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-8003 TODA-8003 ASDA-7862 LDA-7862

RWY 22: TORA-8003 TODA-8003 ASDA-8003 LDA-8003

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Portion of Twy A-5 not visible from twr due to a building.

WEATHER DATA SOURCES: ASOS (309) 697-3611. LLWAS.

COMMUNICATIONS: ATIS 126.1 UNICOM 122.95

PEORIA RCO 122.35 (KANKAKEE RADIO)

® **PEORIA APP/DEP CON** 125.8 (305°-125°) 124.675 (126°-304°)

PEORIA TOWER 119.1 **GND CON** 121.85

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

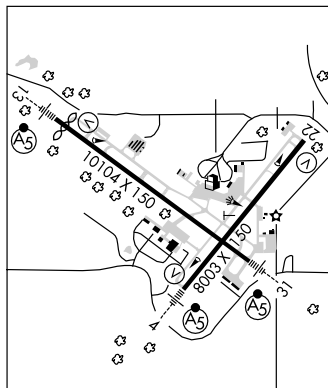
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 098° 4.6 NM to fld. 730/4E.

TUNGG NDB (MHW/LOM) 356 PI N40°36.34' W89°35.59' 307° 5.8 NM to fld.

ILS/DME 110.55 I-RNX Chan 42(Y) Rwy 04. Class IE.

ILS 109.9 I-GZX Rwy 13. Class IB.

ILS 109.9 I-PIA Rwy 31. Class IA. LOM **TUNGG NDB**.



PEKIN, ILLINOIS

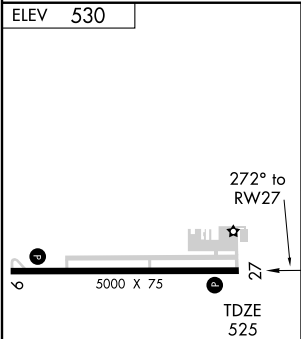
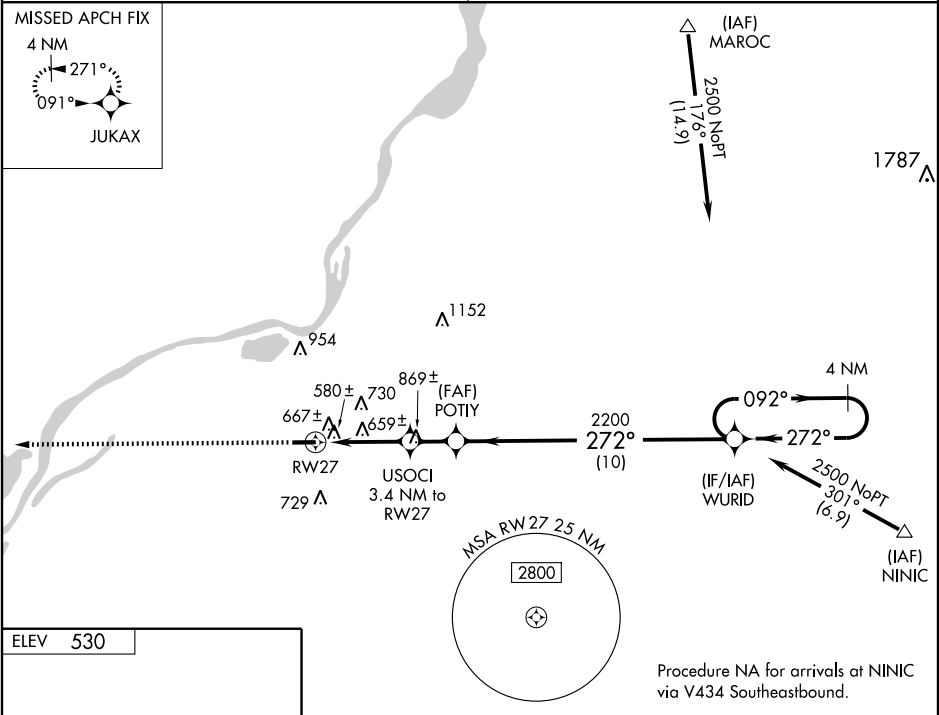
AL-5812 (FAA)

WAAS CH 99509 W27A	APP CRS 272°	Rwy Idg TDZE 525 Apt Elev 530
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RNAV (GPS) RWY 27
PEKIN MUNI (C15)


NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use General Downing-Peoria Intl altimeter setting; when not recieved use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet.	MISSED APPROACH: Climb to 2500 direct JUKAX and hold.
---	---


PEORIA APP CON 124.675 269.2	UNICOM 122.8 (CTAF)
--	-------------------------------




2500

JUKAX






* LNAV only



USOCI


3.4 NM to RW27

POTIY



*1660

WURID



2200

4 NM Holding Pattern

092° →

← 272°

2500

GS 3.00°

TCH 45°

3.4 NM

1.7 NM

10 NM

CATEGORY	A	B	C	D
LPV DA	864-1 ¼ 339 (400-1 ¼)			
LNAV/ VNAV DA	949-1 ½ 424 (500-1 ½)			
LNAV MDA	960-1	435 (500-1)	960-1 ¼ 435 (500-1 ¼)	960-1 ½ 435 (500-1 ½)
CIRCLING	1000-1	470 (500-1)	1020-1 ½ 490 (500-1 ½)	1080-2 550 (600-2)

PEKIN, ILLINOIS
Orig 10098

40°29'N - 89°41'W

PEKIN MUNI (C15)


RNAV (GPS) RWY 27

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

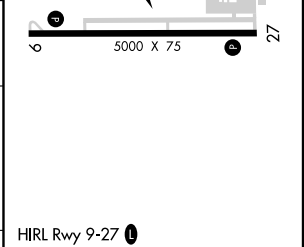
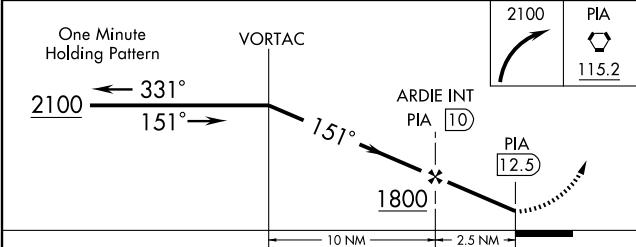
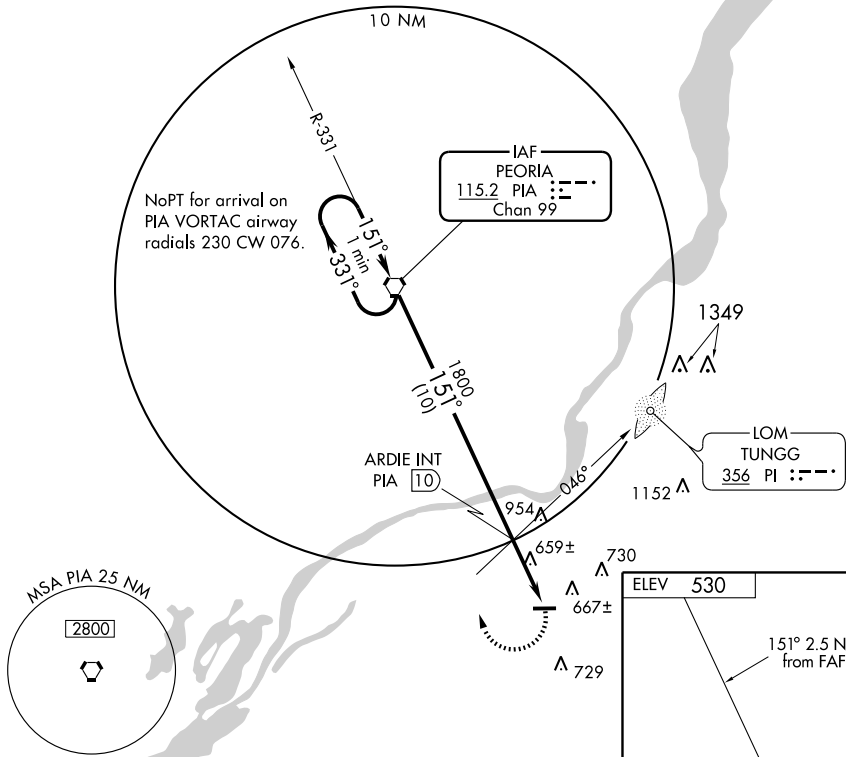
VORTAC PIA	APP CRS	Rwy Idg	N/A
<u>115.2</u>	<u>151°</u>	TDZE	N/A
Chan <u>99</u>		Apt Elev	<u>530</u>

VOR-A
PEKIN MUNI (C15)

 NA	Use General Downing-Peoria Intl altimeter setting; when not recieved use Logan County altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing right turn to 2100 direct PIA VORTAC and hold.
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PEORIA APP CON 124.675 269.2	UNICOM 122.8 (CTAF) 0
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ADF or DME REQUIRED



CATEGORY	A	B	C	D	FAF to MAP 2.5 NM					
CIRCLING	1000-1	470 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)	Knots	60	90	120	150	180
					Min:Sec	2:30	1:40	1:15	1:00	0:50

MOUNT HAWLEY AUXILIARY (3MY) 7 N UTC-6(-5DT) N40°47.72' W89°36.81'

CHICAGO

786 B S4 FUEL 100LL, JET A OX 2 TPA-1786(1000) NOTAM FILE IKK

L-27C

RWY 18-36: H3600X60 (ASPH) S-4 MIRL 0.3% up N.

IAP

RWY 18: Tree.

RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. ACTIVATE MIRL Rwy 18-36,

REIL and VASI Rwy 36—CTAF.

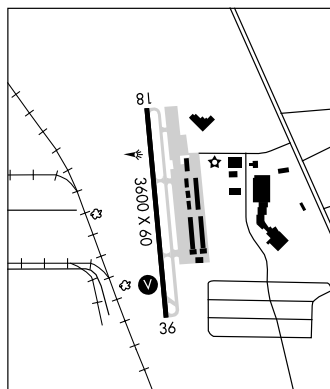
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ PEORIA APP/DEP CON 125.8 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTAC 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 046° 10.7 NM to fld. 730/4E.

**RAINBOW HELIPORT** (7B1) 5 NW UTC-6(-5DT) N40°46.52' W89°40.56'

CHICAGO

700 TPA-1400(700) NOTAM FILE IKK

HELIPAD H1: 225X82 (TURF)

HELIPAD H1: Tree.

HELIPORT REMARKS: Attended daily 1400-0000Z±. Approach/Departure from 010°-220° clockwise only. Helipad H1

NSTD markings. Helipad H1 marked with 'H' in the grass.

COMMUNICATIONS: CTAF/UNICOM 123.05

PEOTONE N41°16.18' W87°47.46' NOTAM FILE IKK.

CHICAGO

(L) VORTAC 113.2 EON Chan 79 190° 12.2 NM to Greater Kankakee. 689/2E.

L-28H

RCO 122.05R 113.2T (KANKAKEE RADIO)

PERCIVAL SPRINGS (See WATSON)**PERU****ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD** (VYS) 1 E UTC-6(-5DT)

CHICAGO

N41°21.11' W89°09.19'

H-5D, L-28H

654 B S4 FUEL 100LL, JET A NOTAM FILE VYS

IAP

RWY 18-36: H6000X100 (ASPH) S-24 MIRL

RWY 18: Pole.

RWY 36: ODALS.

AIRPORT REMARKS: Attended Sat-Sun 1400-0400Z±, Nov-Feb Mon-Fri

1300-2300Z±, Mar-Oct Mon-Fri 1300-0500Z±. MIRL 18-36

preset low ints, to increase ints and ACTIVATE ODALS Rwy

36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (815) 223-8442.

COMMUNICATIONS: UNICOM/CTAF 123.0

Ⓡ CHICAGO CENTER APP/DEP CON 123.75

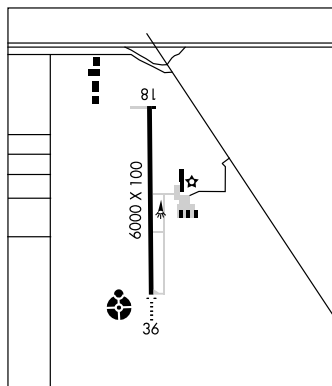
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 060° 22.8 NM to fld. 810/OE.

ILS/DME 110.35 I-PYU Chan 40(Y) Rwy 36. LOC only.

ILS/DME unmonitored.

**PIATT CO** (See MONTICELLO)

PEORIA, ILLINOIS

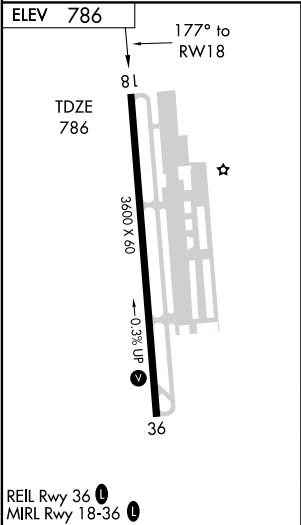
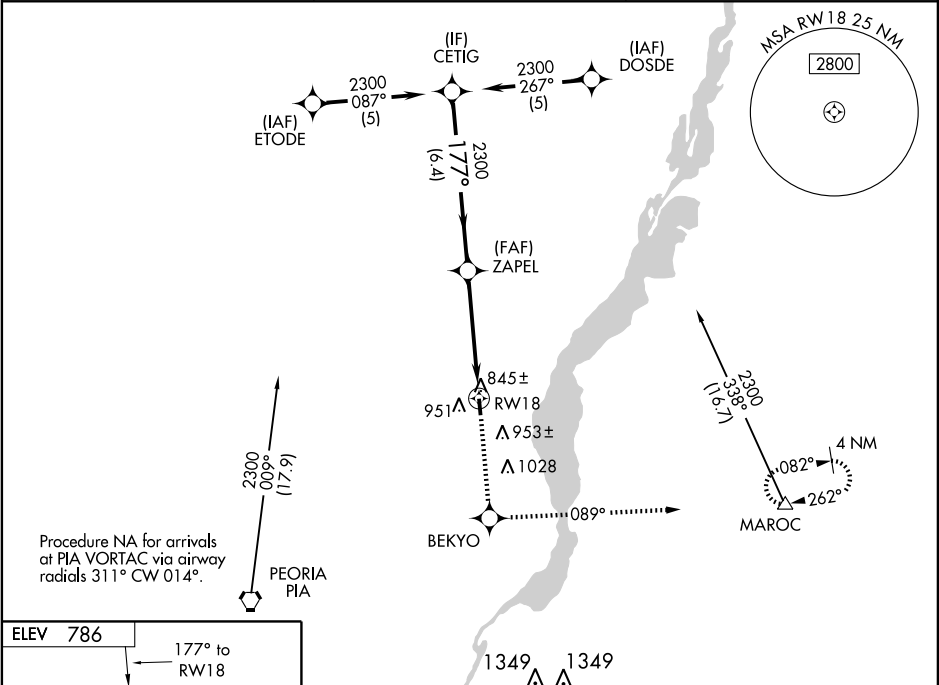
AL-6351 (FAA)

WAAS CH 90413 W18A	APP CRS 177°	Rwy Idg 3600 TDZE 786 Apt Elev 786
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RNAV (GPS) RWY 18
PEORIA/MT. HAWLEY AUXILIARY (3MY)

▼ Baro-VNAV NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use General Downwing-Peoria Intl altimeter setting, when not received, use Marshall County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct BEKYO and via track 089° to MAROC and hold.
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PEORIA APP CON 125.8 269.2	CLINC DEL 121.6	UNICOM 122.7 (CTAF) 0
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Procedure Turn NA	CETIG	ZAPEL	3000	BEKYO	TRK 089°	MAROC
GS 3.00°	2300	177°	2300	6.4 NM	4.6 NM	RWY 18
TCH 40						
CATEGORY	A	B	C	D		
LPV DA	1074-1	288 (300-1)		NA		
LNAV/VNAV DA	1153-1¼	367 (400-1¼)		NA		
LNAV MDA	1240-1	454 (500-1)	1240-1¼ 454 (500-1¼)	NA		
CIRCLING	1360-1	574 (600-1)	1360-1½ 574 (600-1½)	NA		

PEORIA, ILLINOIS
Orig 10098

40° 48' N-89° 37' W

PEORIA/MT. HAWLEY AUXILIARY (3MY)
RNAV (GPS) RWY 18

EC-3, 21 OCT 2010 to 18 NOV 2010

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AL-6351 (FAA)

VORTAC PIA 115.2 Chgn 99	APP CRS 225°	Rwy Idg TDZE Apt Elev	N/A N/A 786
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VOR-A

PEORIA/MT. HAWLEY AUXILIARY (3MY)



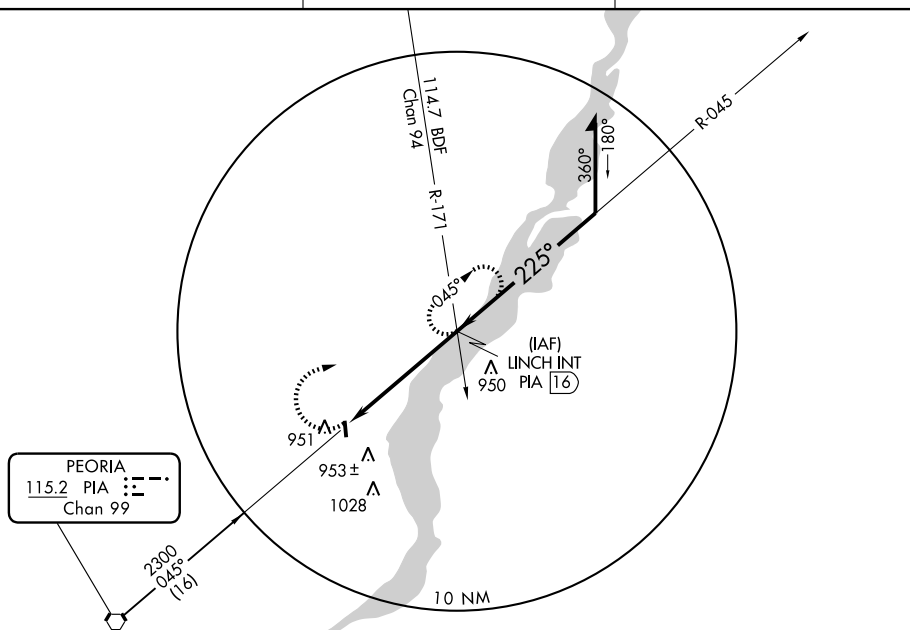
Use General Downing-Peoria Intl altimeter setting, when not received, use Marshall County altimeter setting and increase MDA 40 feet and increase Cat C visibility $\frac{1}{4}$ mile.



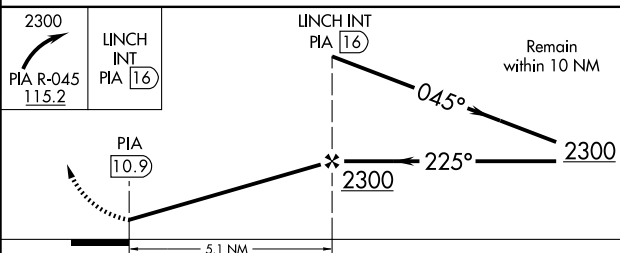
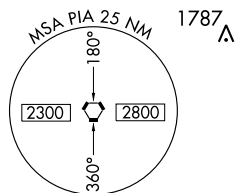
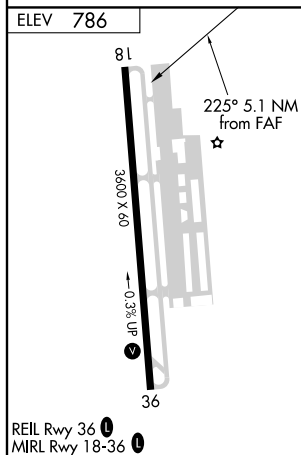
MISSED APPROACH: Climbing right turn to 2300 via PIA VORTAC R-045 to LINCH Int/PIA16 DME and hold.

PEORIA APP CON
125.8 269.2

CLINC DEL
121.6

UNICOM
122.7 (CTAF) 

ELEV 786



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

PEORIA, ILLINOIS

Amdt 4 10098

PEORIA/MT. HAWLEY AUXILIARY (3MY)

40° 48' N-89° 37' W

VOR-A

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

PEORIA/ GENERAL DOWNING-PEORIA INTL (PIA)
AL-597 (FAA)

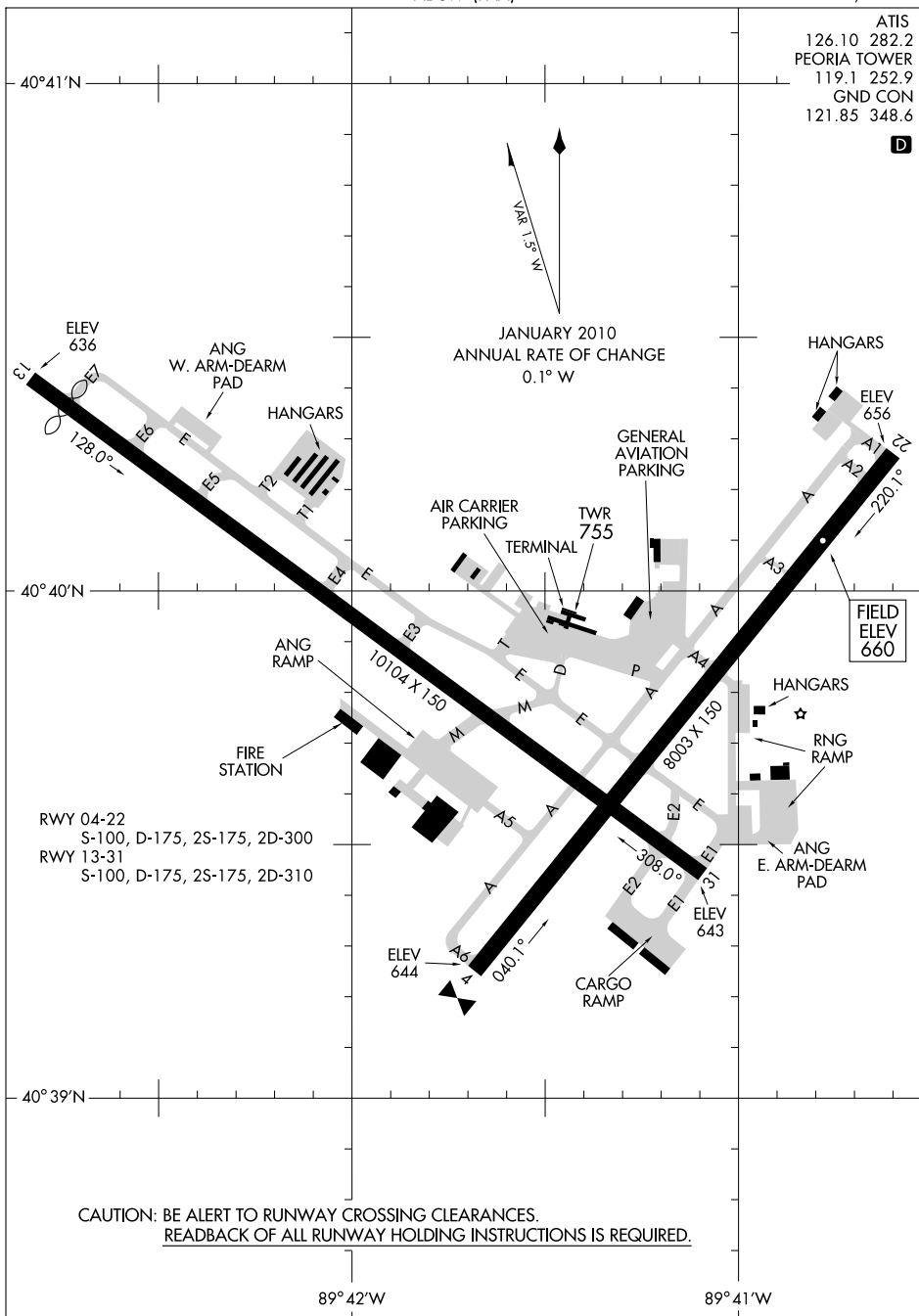
PEORIA, ILLINOIS

ATIS
126.10 282.2
PEORIA TOWER
119.1 252.9
GND CON
121.85 348.6

D

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

10210

PEORIA, ILLINOIS
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

PEKIN MUNI (C15) 4 S UTC-6(-5DT) N40°29.29' W89°40.55'

530 B FUEL 100LL, JET A TPA-1330(800) NOTAM FILE IKK

RWY 09-27: H5000X75 (ASP) S-15 HIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 20'.

RWY 27: PAPI(P2L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended 1400-2300Z±. ACTIVATE HIRL Rwy 09-27 and PAPIs Rwy 09 and Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **PEORIA APP/DEP CON** 124.675

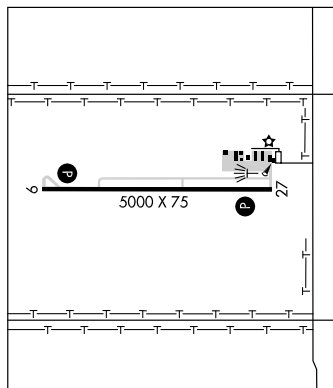
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 151° 12.7 NM to fld. 730/4E.

CHICAGO

H-5D, L-27C

IAP



PEORIA N40°40.80' W89°47.57' NOTAM FILE PIA.

(L) **VORTACW** 115.2 PIA Chan 99 098° 4.6 NM to General Downing-Peoria Intl. 730/4E.

VOR portion unusable 009°-019° blo 8000' and between 25 and 35 NM.

RCO 122.35 (KANKAKEE RADIO)

CHICAGO

H-5D, L-27C

PEORIA

GENERAL DOWNING-PEORIA INTL (PIA) 4 W UTC-6(-5DT) N40°39.85' W89°41.60'

660 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE PIA

RWY 13-31: H10104X150 (CONC-GRVD) S-100, D-175, 2S-175, 2D-310 HIRL

RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 59'. Thld displcd 500'.

Tree.

RWY 31: MALSR. Tree.

RWY 04-22: H8003X150 (ASP-GRVD) S-100, D-175, 2S-175, 2D-300 HIRL

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 31'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-8003 TODA-8003 ASDA-7862 LDA-7862

RWY 22: TORA-8003 TODA-8003 ASDA-8003 LDA-8003

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Portion of Twy A-5 not visible from twr due to a building.

WEATHER DATA SOURCES: ASOS (309) 697-3611. LLWAS.

COMMUNICATIONS: ATIS 126.1 UNICOM 122.95

PEORIA RCO 122.35 (KANKAKEE RADIO)

® **PEORIA APP/DEP CON** 125.8 (305°-125°) 124.675 (126°-304°)

PEORIA TOWER 119.1 **GND CON** 121.85

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

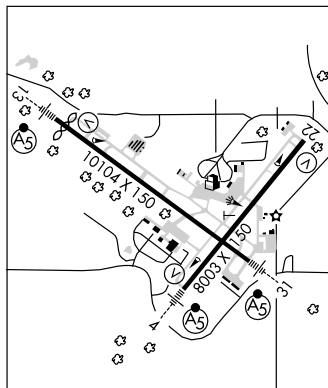
PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 098° 4.6 NM to fld. 730/4E.

TUNGG NDB (MHW/LOM) 356 PI N40°36.34' W89°35.59' 307° 5.8 NM to fld.

ILS/DME 110.55 I-RNX Chan 42(Y) Rwy 04. Class IE.

ILS 109.9 I-GZX Rwy 13. Class IB.

ILS 109.9 I-PIA Rwy 31. Class IA. LOM **TUNGG NDB**.

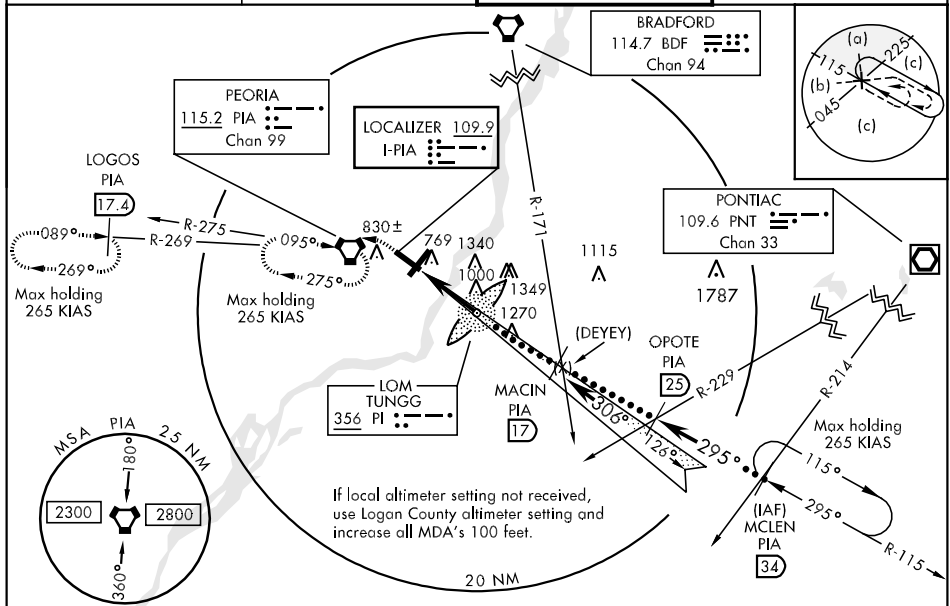


LOC I-PIA 109.9	APCH CRS 306°	Rwy Idg 10,104 TDZE 651 Arpt Elev 660	JAL 597 [USAF]	GENERAL DOWNING - PEORIA INTL (KPJA)
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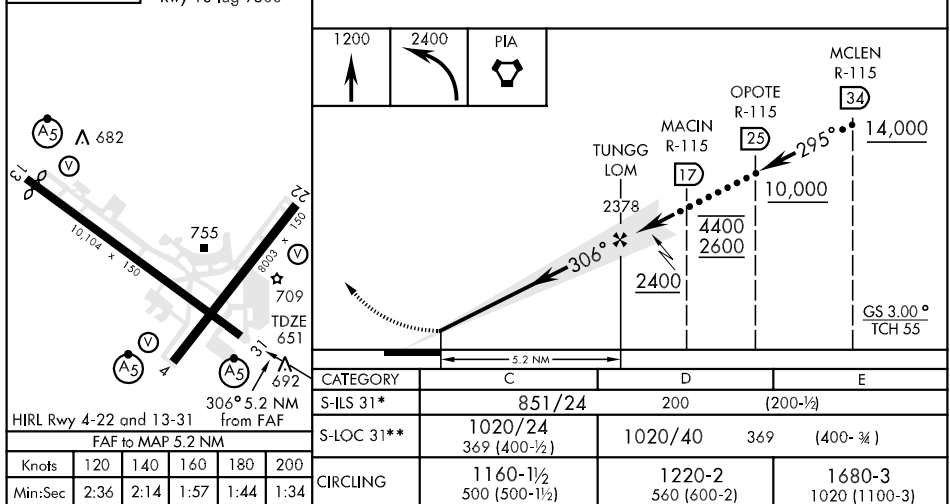
MISSED APPROACH: Climb to 1200, then climbing left turn to 2400 direct PIA VORTAC and hold. (TACAN aircraft: continue via PIA R-269 to LOGOS 17.4 DME and hold west, right turn 089° inbound).

* When ALS inop, increase vis CAT CDE ¼ mile.
** When ALS inop, increase vis CAT CDE ½ mile.

ATIS 126.1 282.2	PEORIA APP CON 305°-125° 125.8 269.2 126°-304° 124.675 326.2	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6
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EMERG SAFE ALT 100 NM 3300
ELEV 660 Rwy 13 Idg 9500'



LOC/DME I-RNX <u>110.55</u> Chan 42 (Y)	APP CRS 038°	Rwy Idg 8003 TDZE 652 Apt Elev 660
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ILS or LOC RWY 4

PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

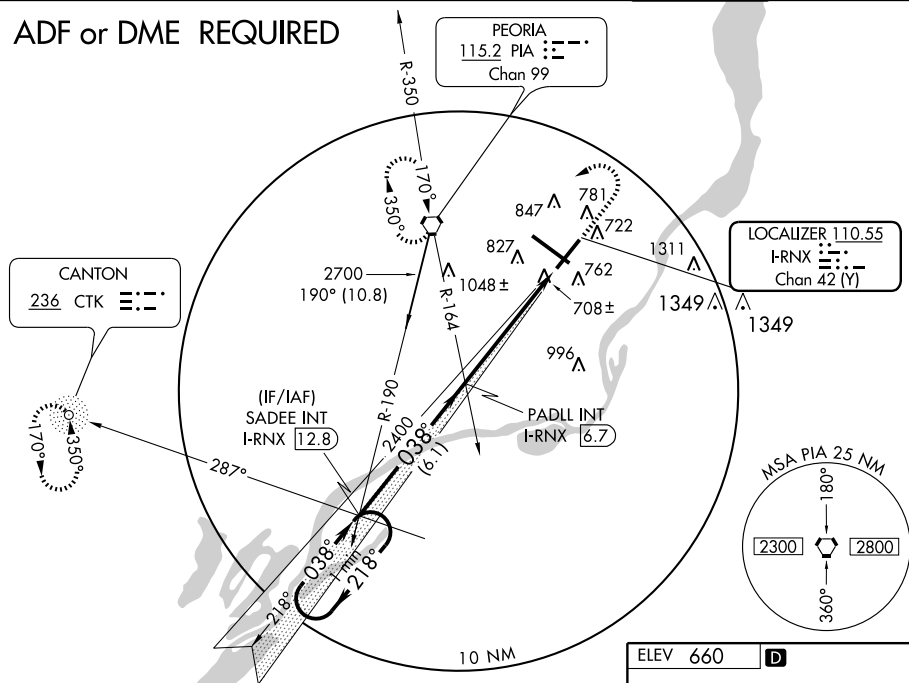
- T** If local altimeter setting not received, use Logan
A County altimeter setting and increase all DAs/ MDAs
100 feet. VDP NA with Logan County altimeter setting.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PIA VORTAC and hold.

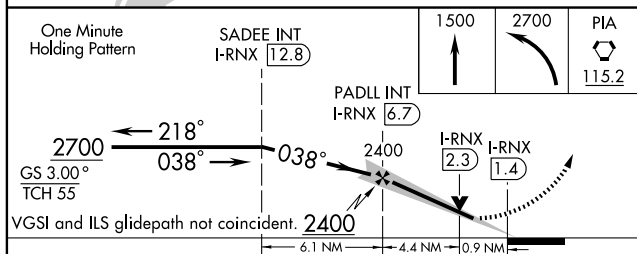
ATIS	PEORIA APP CON				PEORIA TOWER	GND CON
126.10 282.2	125.8	269.2	(305°-125°)	124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6

ADF or DME REQUIRED

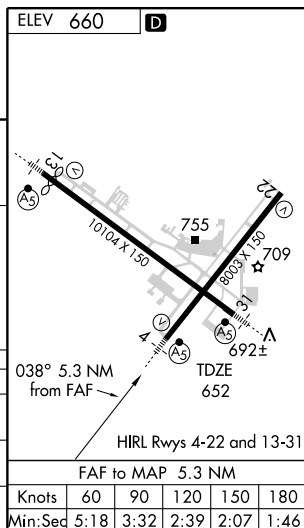


EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



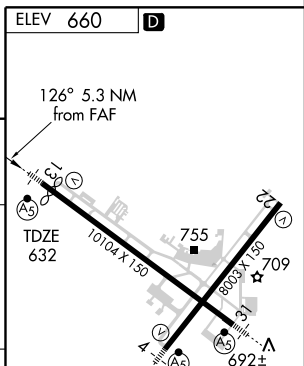
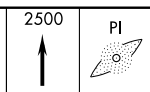
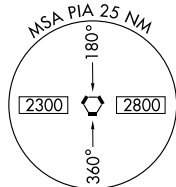
CATEGORY	A	B	C	D
S-ILS 4	852- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 4	960- $\frac{1}{2}$ 308 (300- $\frac{1}{2}$)			960- $\frac{3}{4}$ 308 (300- $\frac{3}{4}$)
CIRCLING	1160-1 500 (500-1)		1160-1 $\frac{1}{2}$ 500 (500-1 $\frac{1}{2}$)	1220-2 560 (600-2)



ILS or LOC RWY 13
PEORIA/GENERAL DOWNING-PEORIA INTL (PTA)

MISSED APPROACH: Climb to 2500 direct PI LOM and hold.

ATIS		PEORIA APP CON				PEORIA TOWER		GND CON			
126.10	282.2	125.8	269.2	(305°-125°)	124.675	326.2	(126°-304°)	119.1	252.9	121.85	348.6



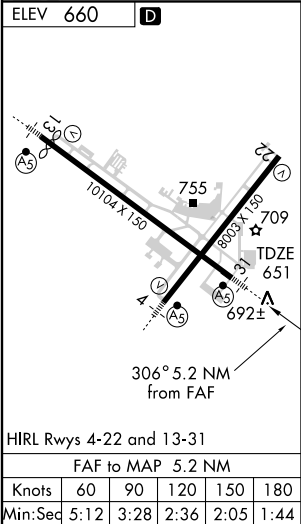
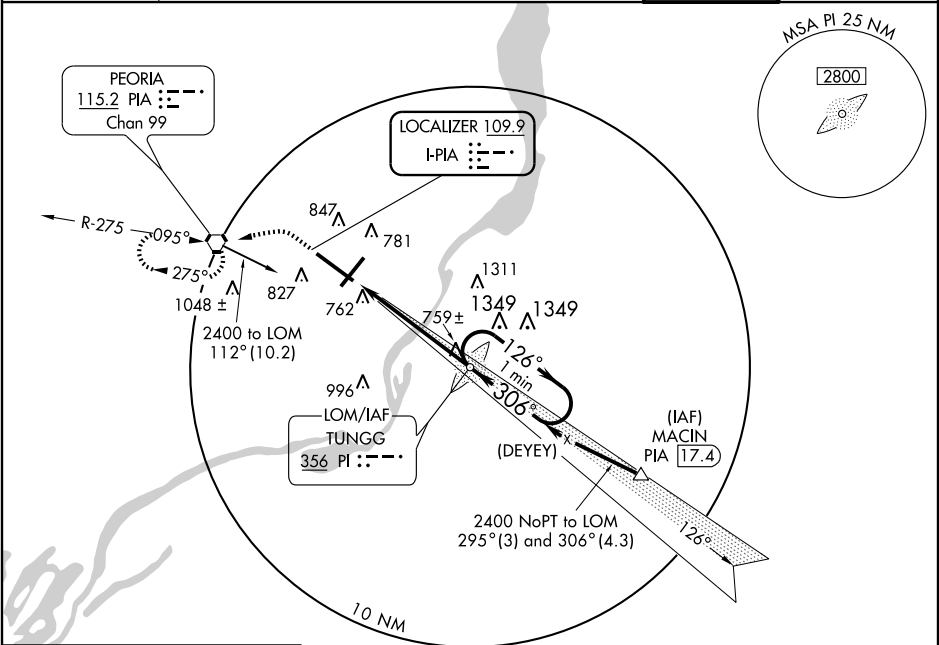
HIRL Rwys 4-22 and 13-31					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

LOC I-PIA 109.9	APP CRS 306°	Rwy Idg 10104 TDZE 651 Apt Elev 660
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ILS or LOC RWY 31
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

<p>▼ If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.</p> <p>▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct PIA VORTAC and hold.</p>
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ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6
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1200	2400	PIA 115.2	One Minute Holding Pattern	
		LOM	2378	126° → 2400
5.2 NM		306°	2400	GS 3.00° TCH 55
CATEGORY	A	B	C	D
S-ILS 31	** 851/24 200 (200-½)			
S-LOC 31	1020/24 369 (400-½)			1020/40 369 (400-¾)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

AL-597 (FAA)

LOM PI	APP CRS	Rwy Idg	10104
<u>356</u>	306°	TDZE	651
		Apt Elev	660

NDB RWY 31

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)



MISSED APPROACH: Climbing left turn to 2400 direct PIA VORTAC and hold.

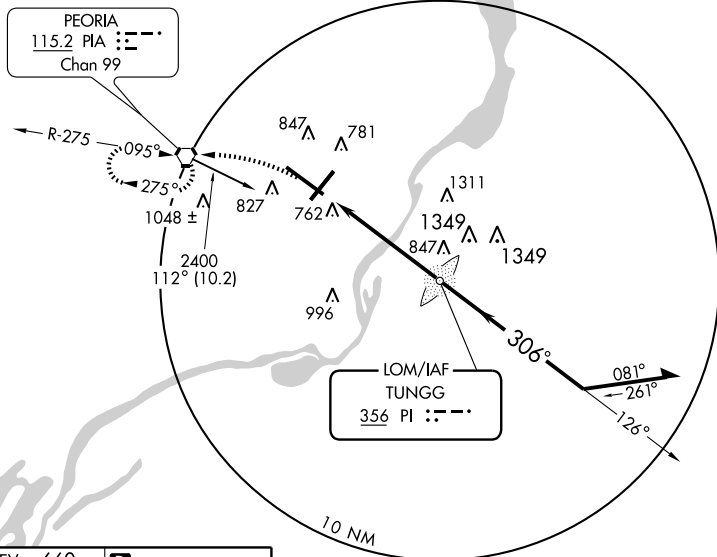
ATIS
126.10 282.2

PEORIA APP CON

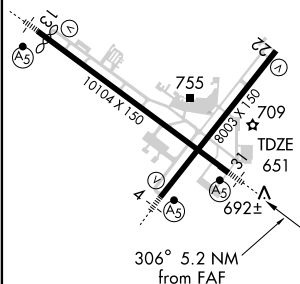
125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)

PEORIA TOWER
119.1 252.9

GND CON
121.85 348.6



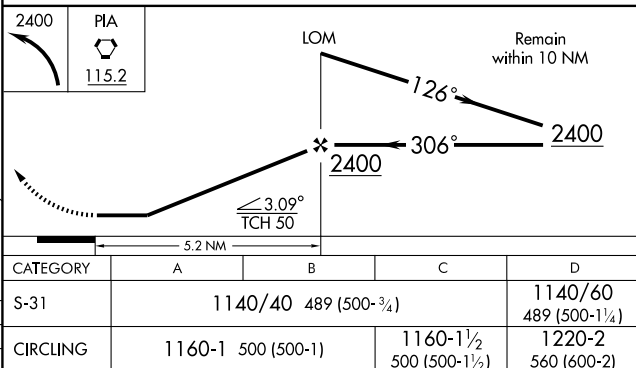
ELEV 660



HIRL Rwy's 4-22 and 13-31

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



PEORIA, ILLINOIS

Amdt 15A 10098

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

40° 40'N-89° 42'W

NDB RWY 31

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56210 W04A	APP CRS 038°	Rwy Idg TDZE 652 Apt Elev 660	8003
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RNAV (GPS) RWY 4
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

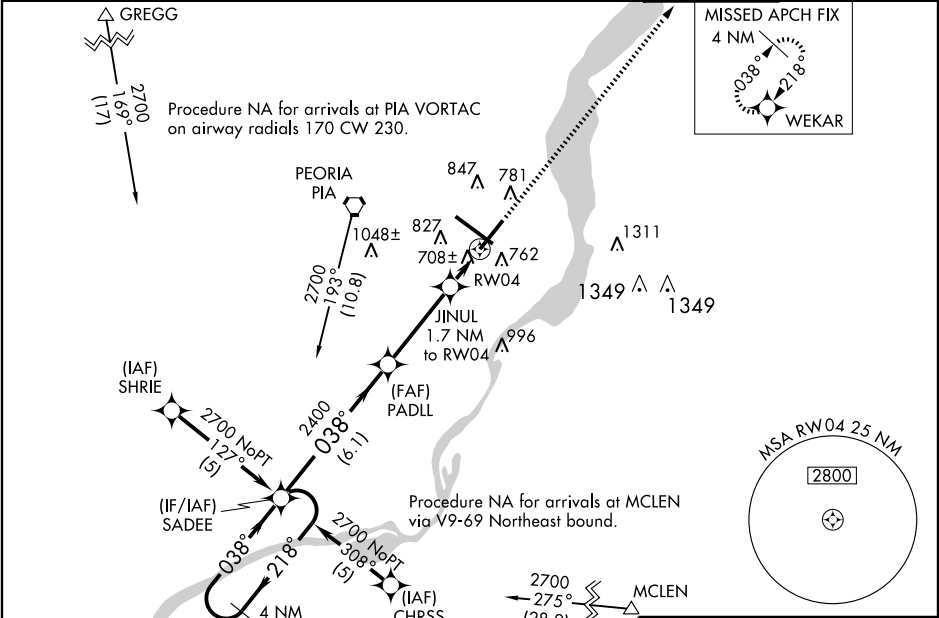
⚠
ASR

For inoperative MALS, increase LPV all Cts. visibility to 1 mile, and LNAV Cat. D visibility to 1 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LPV all Cts. and LNAV Cat. C visibility 1/4 mile, increase LNAV/VNAV all Cts. visibility 1/2 mile.

MALS

MISSED APPROACH:
Climb to 2300 direct WEKAR and hold.

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6
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4 NM Holding Pattern	SADEE	2300 WEKAR	
2700 ← 218°	038° →	038°	
GS 3.00° TCH 55'			
VGSI and RNAV glidepath not coincident.	2400	*1220	
	6.1 NM	3.6 NM	0.7 1.0
CATEGORY	A	B	C D
LPV DA		926-1/2	274 (300-1/2)
LNAV/VNAV DA		1098-1	446 (500-1)
LNAV MDA		1020-1/2	368 (400-1/2)
CIRCLING	1160-1	500 (500-1)	1160-1/2 500 (500-1/2) 1220-2 560 (600-2)

TDZE 652

038° to RWY 04

HIRL Rwy 4-22 and 13-31

AL-597 (FAA)

WAAS CH 60922 W13A	APP CRS 125°	Rwy Idg TDZE Apt Elev	9500 632 660
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RNAV (GPS) RWY 13

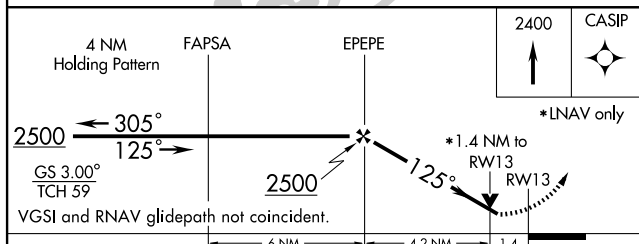
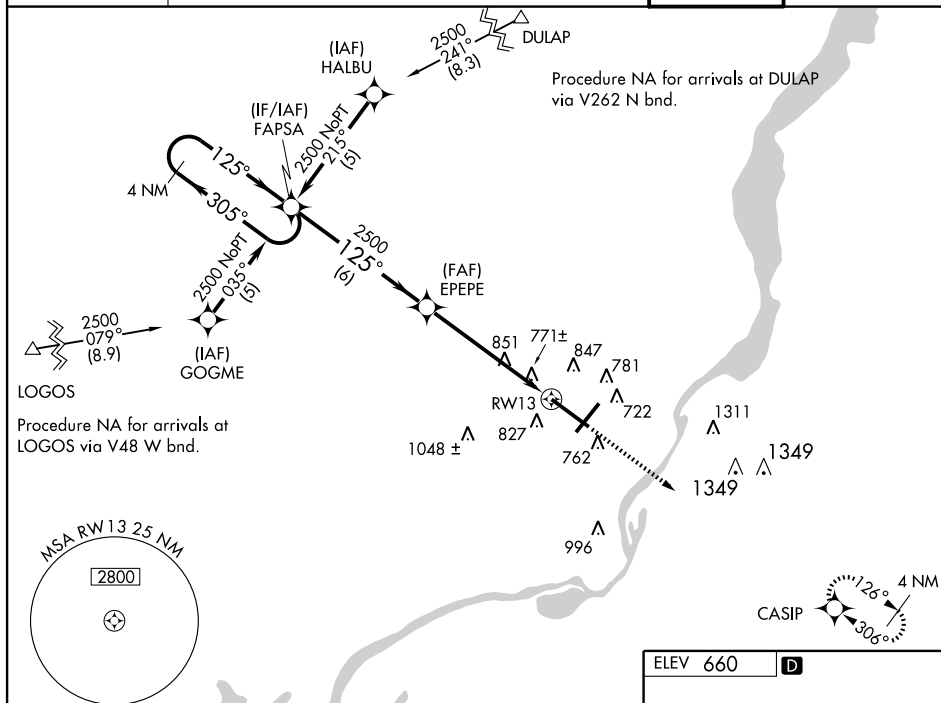
PEORIA/GENERAL DOWNING-PEORIA INTL (PTA)

Baro-VNAV NA below 100 ft (31 m). DME/DME RNP 0.3 NA: If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.

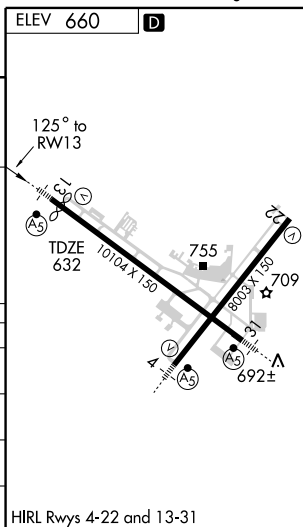
MALSR

MISSED APPROACH:
Climb to 2400 direct
CASIP and hold.

ATIS		PEORIA APP CON				PEORIA TOWER		GND CON	
126.10	282.2	125.8	269.2 (305°-125°)	124.675	326.2 (126°-304°)	119.1	252.9	121.85	348.6



CATEGORY	A	B	C	D
LPV DA	1021/40 389 (400-1)			
LNAV/ VNAV DA	1079/50 447 (500-1)			
LNAV MDA	1120/40 488 (500- $\frac{3}{4}$)			1120/50 488 (500-1)
CIRCLING	1160-1 $\frac{1}{2}$ 500 (500-1 $\frac{1}{2}$)			1220-2 560 (600-2)



PEORIA, ILLINOIS
Amdt 1 10098

PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

40° 40' N - 89° 42' W

RNAV (GPS) RWY 13

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8003
218°	TDZE	660
	Apt Elev	660

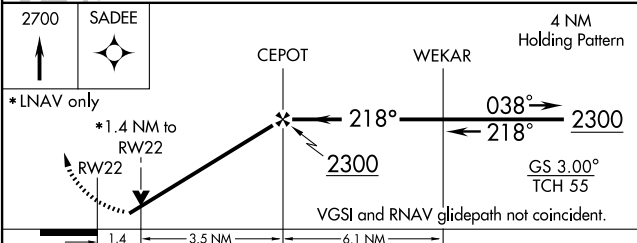
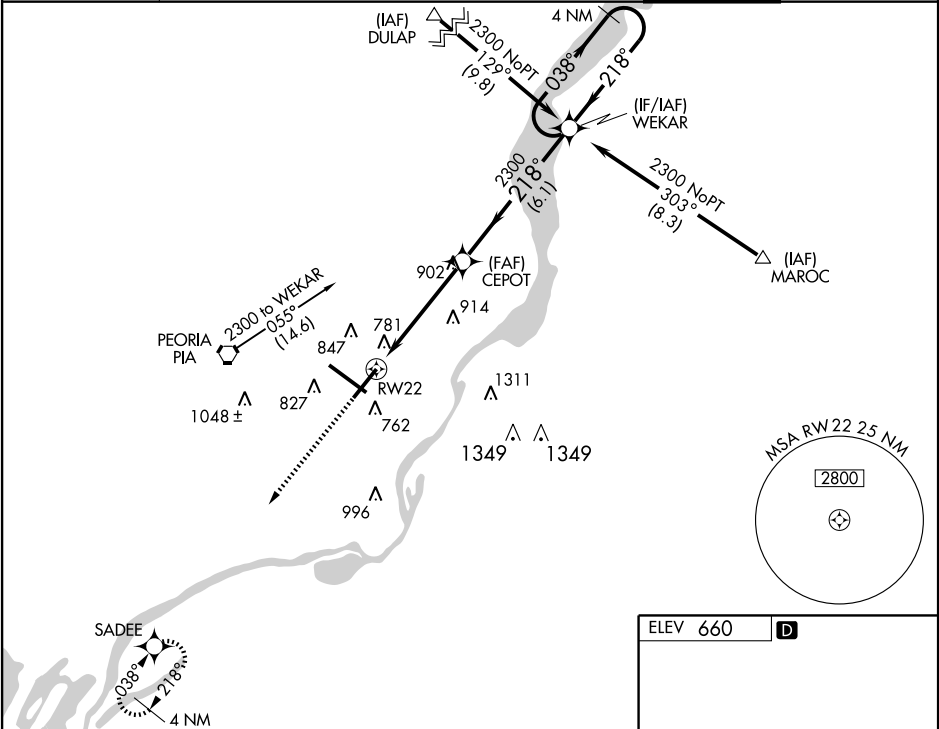
RNAV (GPS) RWY 22
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet.

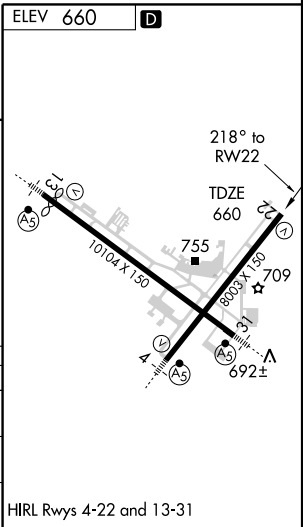
▲ ASR Increase LNAV/VNAV all Cats. and LNAV Cat. C and D visibility ½ mile. Baro-VNAV and VDP NA with Logan County altimeter setting.

MISSED APPROACH: Climb to 2700 direct SADEE and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6



CATEGORY	A	B	C	D
LNAV/VNAV DA	1092-1½ 432 (500-1½)			
LNAV MDA	1160-1 500 (500-1)	1160-1¼ 500 (500-1¼)	1160-1½ 500 (500-1½)	
CIRCLING	1160-1 500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	



EC-3, 21 OCT 2010 to 18 NOV 2010

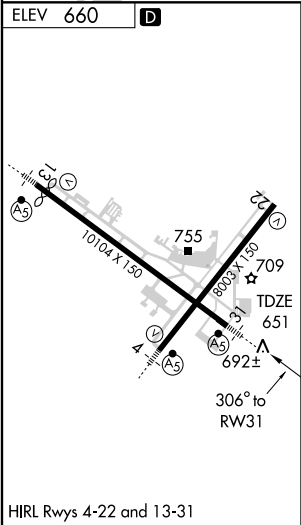
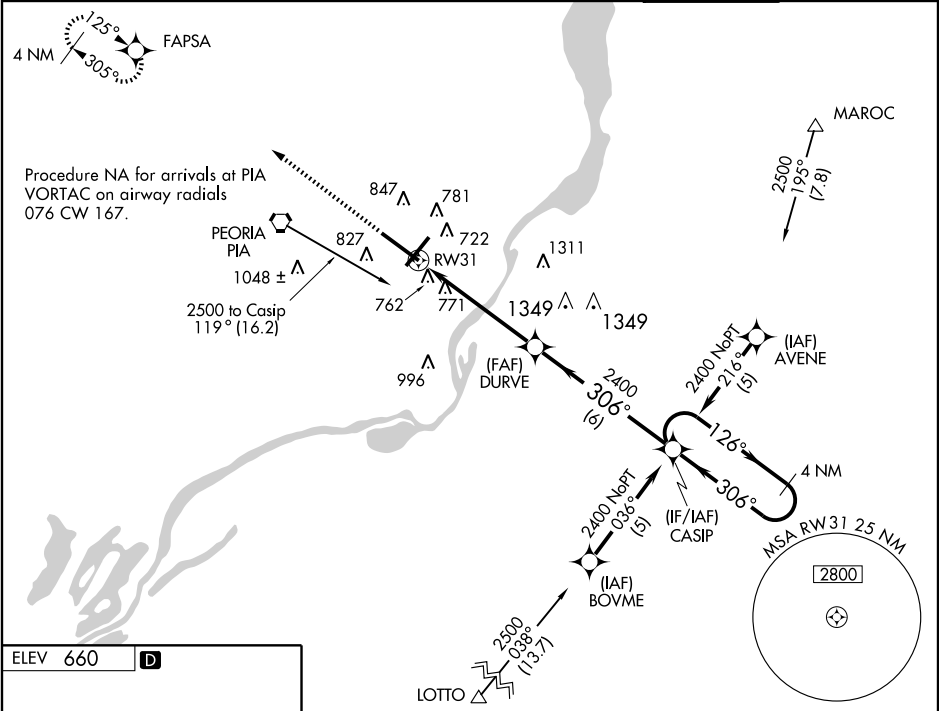
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77509 W31A	APP CRS 306°	Rwy Idg 10104 TDZE 651 Apt Elev 660
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RNAV (GPS) RWY 31
PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

<p>Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALS, increase LPV visibility to RVR 5000 all Cats, and LNAV Cat. D visibility to RVR 6000. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 2500 direct FAPSA and hold.</p>
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ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6
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2500

↑

FAPSA

4 NM Holding Pattern

* LNAV only

DURVE

CASIP

126° →

← 306°

2400

GS 3.00°

TCH 55

* 1.1 NM to RW31

RW31

1.1

4.2 NM

6 NM

306°

2400

CATEGORY	A	B	C	D
LPV DA	940/24 289 (300-½)			
LNAV/VNAV DA	1123/60 472 (500-1¼)			
LNAV MDA	1040/24 389 (400-½)			1040/50 389 (400-1)
CIRCLING	1160-1¾ 500 (500-1¾)			1220-2 560 (600-2)

PEORIA, ILLINOIS

AL-597 (FAA)

VORTAC PIA	APP CRS	Rwy Idg	10104
115.2	281°	TDZE	651
Chan 99		Apt Elev	660

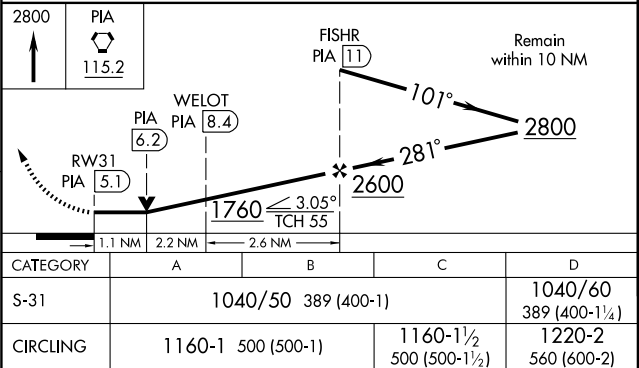
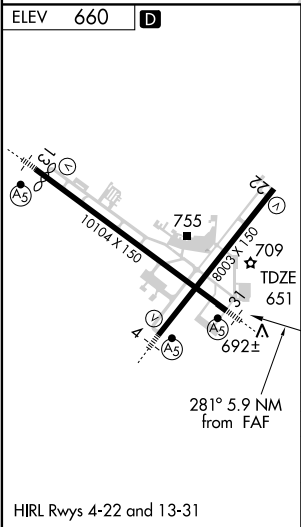
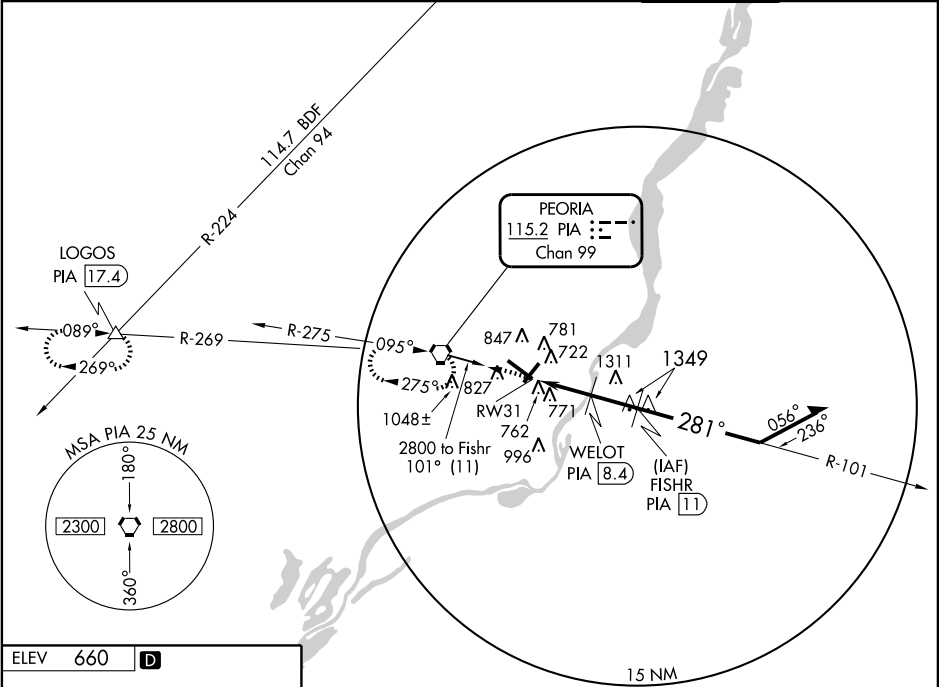
VOR/DME or TACAN RWY 31
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

⚠ If local altimeter setting not available, use Logan County altimeter setting and increase all MDAs 100 feet. VDP NA when using Logan County altimeter setting. Inoperative table does not apply.



MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue via PIA R-269 to LOGOS Int/PIA 17.4 DME and hold west, right turn, 089° inbound).

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6



PEORIA, ILLINOIS
Amdt 9 10098


PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)
40°40'N-89°42'W
VOR/DME or TACAN RWY 31


EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PIA	APP CRS	Rwy Idg	9500
115.2	093°	TDZE	632
Chan 99		Apt Elev	660

VOR or TACAN RWY 13
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

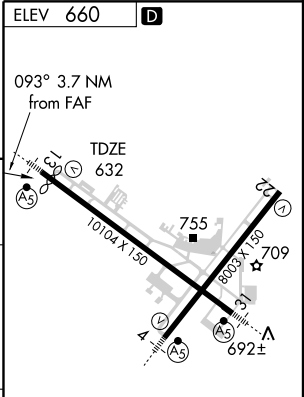
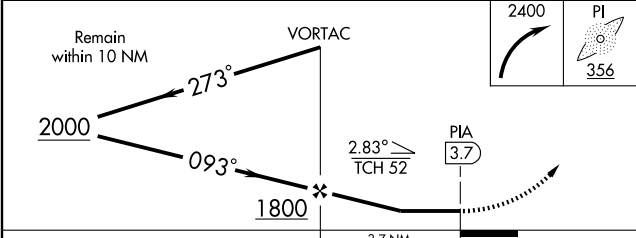
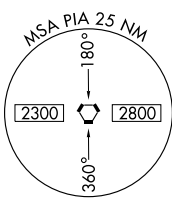
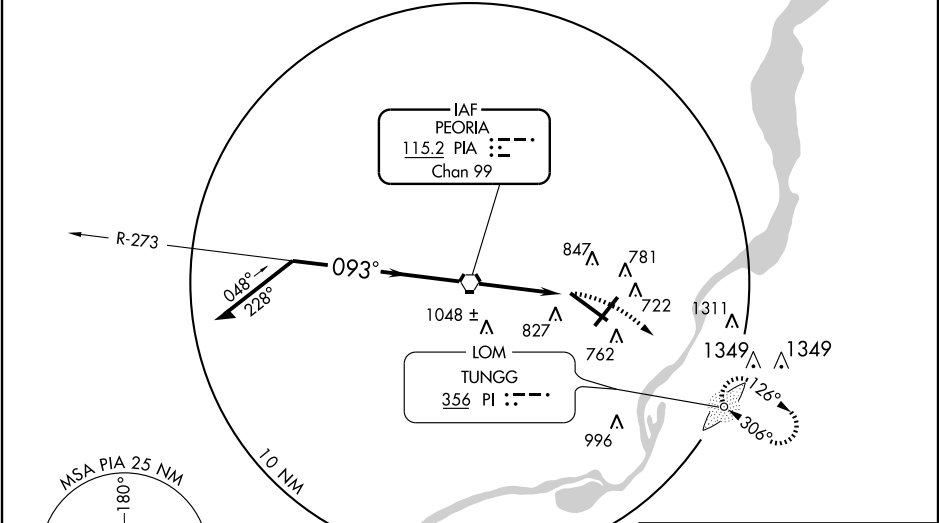
 Inoperative table does not apply.

 MALSR

MISSED APPROACH: Climbing right turn to 2400 direct PI LOM and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6

ADF REQUIRED



CATEGORY	A	B	C	D
S-13	1120/50 488 (500-1)	1120/60 488 (500-1¼)	1120-1½ 488 (500-1½)	
CIRCLING	1160-1 500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	

HIRL Rwy 4-22 and 13-31
FAF to MAP 3.7 NM
Knots: 60 90 120 150 180
Min:Sec: 3:42 2:28 1:51 1:29 1:14

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

MOUNT HAWLEY AUXILIARY (3MY) 7 N UTC-6(-5DT) N40°47.72' W89°36.81'

CHICAGO

786 B S4 FUEL 100LL, JET A OX 2 TPA-1786(1000) NOTAM FILE IKK

L-27C

RWY 18-36: H3600X60 (ASPH) S-4 MIRL 0.3% up N.

IAP

RWY 18: Tree.

RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. ACTIVATE MIRL Rwy 18-36,

REIL and VASI Rwy 36—CTAF.

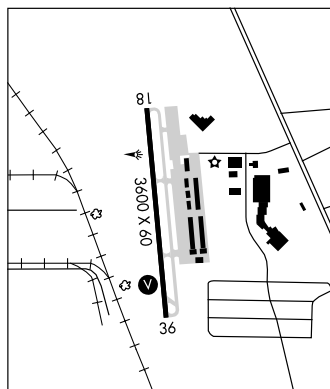
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ PEORIA APP/DEP CON 125.8 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTAC 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 046° 10.7 NM to fld. 730/4E.

**RAINBOW HELIPORT** (7B1) 5 NW UTC-6(-5DT) N40°46.52' W89°40.56'

CHICAGO

700 TPA-1400(700) NOTAM FILE IKK

HELIPAD H1: 225X82 (TURF)

HELIPAD H1: Tree.

HELIPORT REMARKS: Attended daily 1400-0000Z±. Approach/Departure from 010°-220° clockwise only. Helipad H1

NSTD markings. Helipad H1 marked with 'H' in the grass.

COMMUNICATIONS: CTAF/UNICOM 123.05

PEOTONE N41°16.18' W87°47.46' NOTAM FILE IKK.

CHICAGO

(L) VORTAC 113.2 EON Chan 79 190° 12.2 NM to Greater Kankakee. 689/2E.

L-28H

RCO 122.05R 113.2T (KANKAKEE RADIO)

PERCIVAL SPRINGS (See WATSON)**PERU****ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD** (VYS) 1 E UTC-6(-5DT)

CHICAGO

N41°21.11' W89°09.19'

H-5D, L-28H

654 B S4 FUEL 100LL, JET A NOTAM FILE VYS

IAP

RWY 18-36: H6000X100 (ASPH) S-24 MIRL

RWY 18: Pole.

RWY 36: ODALS.

AIRPORT REMARKS: Attended Sat-Sun 1400-0400Z±, Nov-Feb Mon-Fri

1300-2300Z±, Mar-Oct Mon-Fri 1300-0500Z±. MIRL 18-36

preset low ints, to increase ints and ACTIVATE ODALS Rwy

36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (815) 223-8442.

COMMUNICATIONS: UNICOM/CTAF 123.0

Ⓡ CHICAGO CENTER APP/DEP CON 123.75

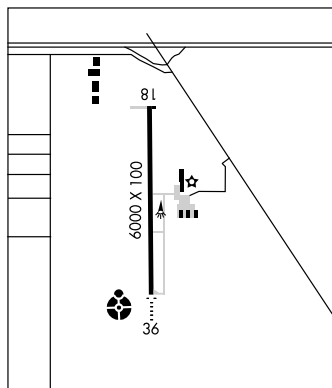
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 060° 22.8 NM to fld. 810/OE.

ILS/DME 110.35 I-PYU Chan 40(Y) Rwy 36. LOC only.

ILS/DME unmonitored.

**PIATT CO** (See MONTICELLO)

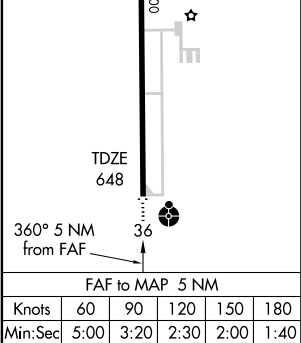
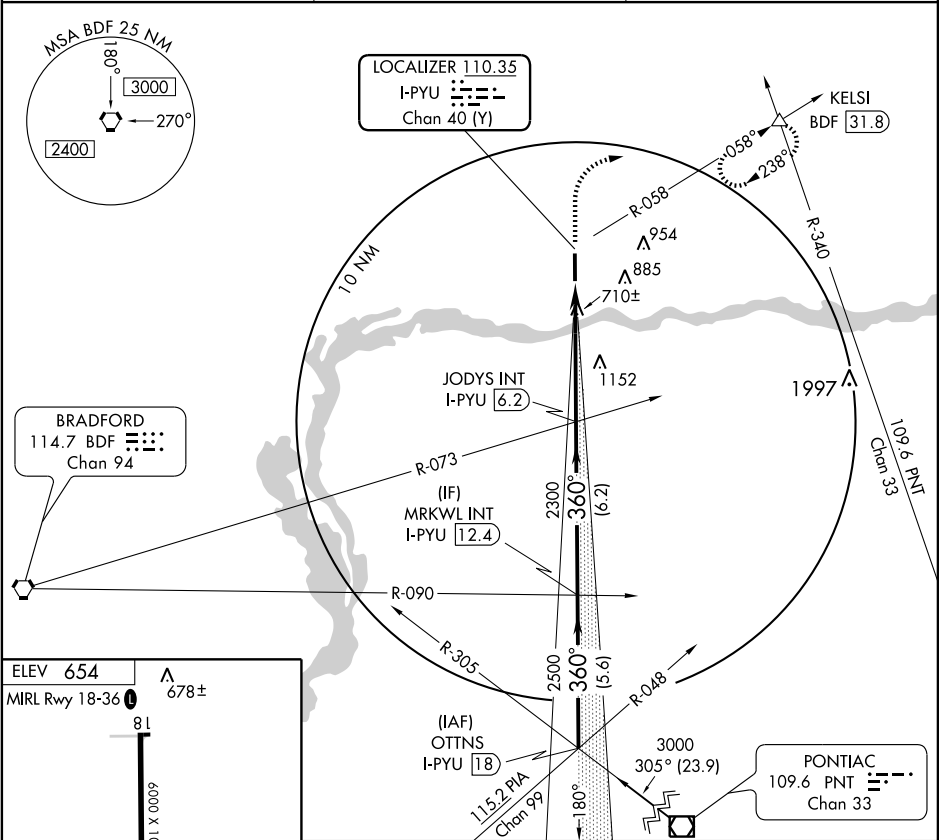
LOC/DME I-PYU 110.35 Chan 40 (Y)	APP CRS 360°	Rwy Idg TDZE 648 Apt Elev 654
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PERU/
ILLINOIS VALLEY RGNI-WALTER A. DUNCAN FIELD (VYS)

LOC RWY 36

<p>▼ VDP NA when using Marshall County alimeter setting. ▲ NA When local alimeter setting not received, use Marshall County alimeter setting and increase all MDA 80 feet.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 059° and BDF R-058 to KELSI Int/BDF 31.8 DME and hold.</p>
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AWOS-3 120.025	CHICAGO CENTER 123.75 354.0	UNICOM 123.0 (CTAF) 1
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1100	3000	BDF	KELSI	MRKWL INT	OTTNS INT
↑	HDG 059°	R-058	△	I-PYU 12.4	I-PYU 18
JODYS INT I-PYU 6.2					
I-PYU 1.2					
I-PYU 2.2					
360°					
2500					
2300					
3.05° TCH 40					
1 NM					
4 NM					
6.2 NM					
5.6 NM					
Procedure Turn NA					
CATEGORY	A	B	C	D	
S-36	1020-3/4	372 (400-3/4)		1020-1 1/4	
				372 (400-1 1/4)	
CIRCLING	1080-1	1160-1	1160-1 1/2	1240-2	
	426 (500-1)	506 (600-1)	506 (600-1 1/2)	586 (600-2)	

LOC RWY 36

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
180°	TDZE	654
	Apt Elev	654

RNAV (GPS) RWY 18

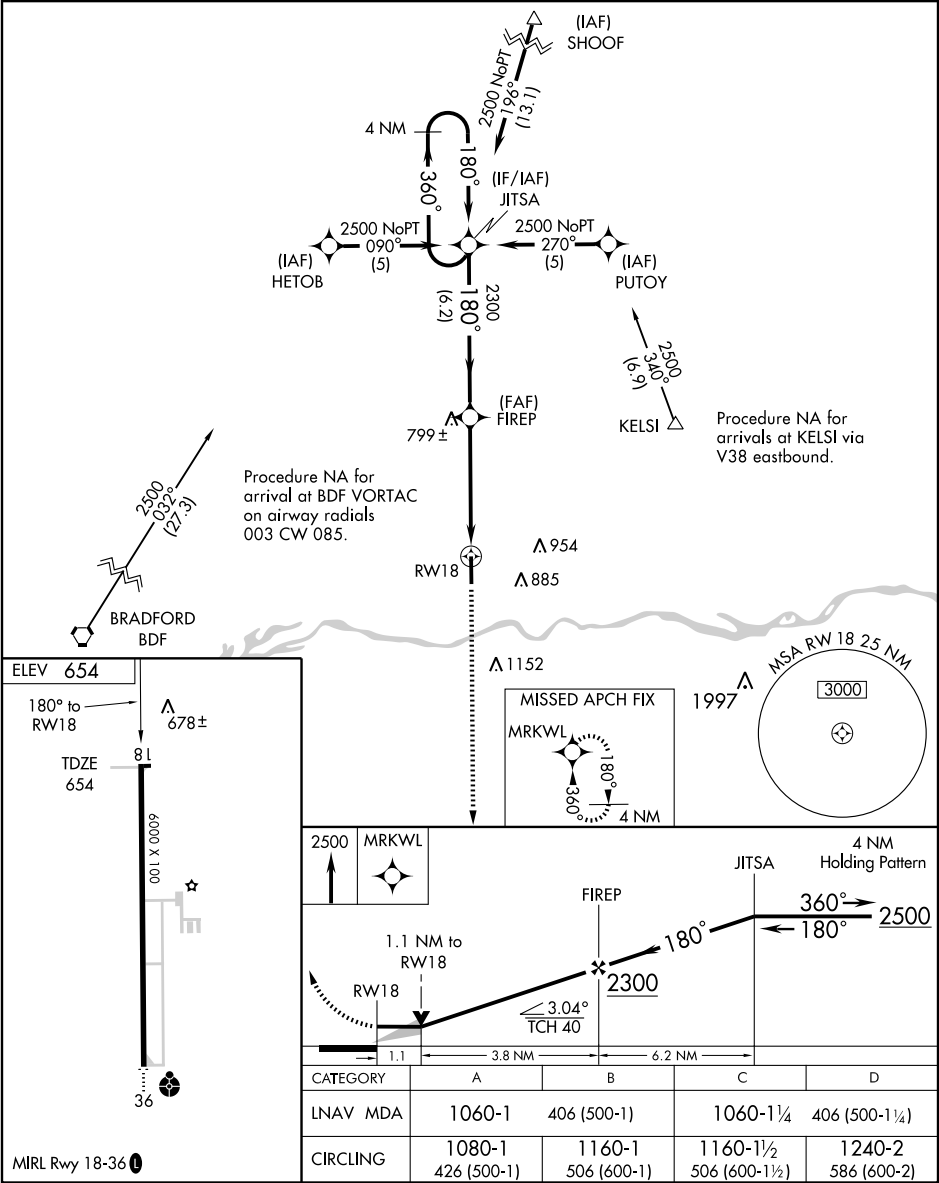
PERU/ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marshall County altimeter setting and increase all MDA 80 feet.

⚠ VDP NA with Marshall County altimeter setting.

MISSED APPROACH: Climb to 2500 direct MRKWL and hold.

AWOS-3 120.025	CHICAGO CENTER 123.75 354.0	UNICOM 123.0 (CTAF) 1
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▼

⚠

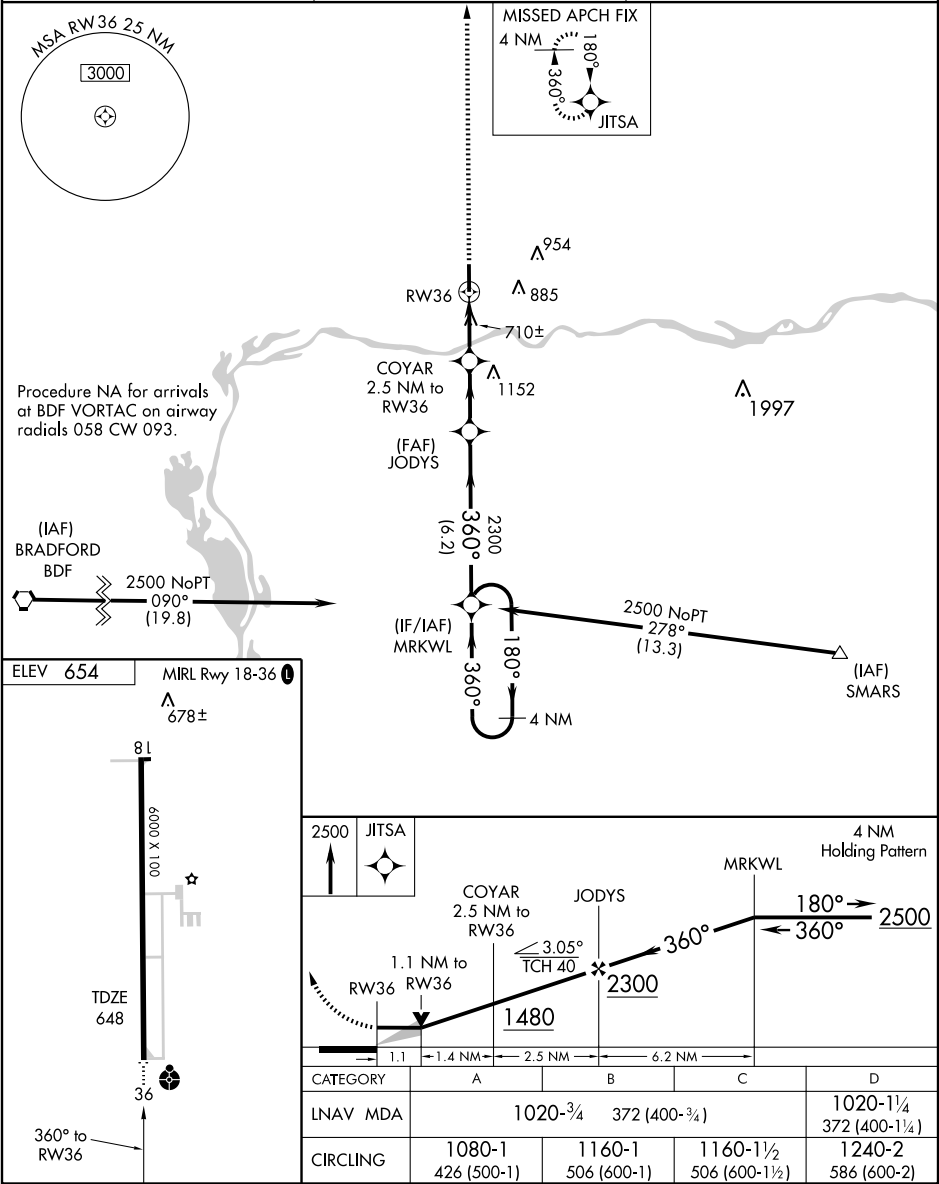
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marshall County altimeter setting and increase all MDA 80 feet. VDP NA with Marshall County altimeter setting.

ODALS

⚠

MISSED APPROACH: Climb to 2500 direct JITSA and hold.

AWOS-3 120.025	CHICAGO CENTER 123.75 354.0	UNICOM 123.0 (CTAF) 1
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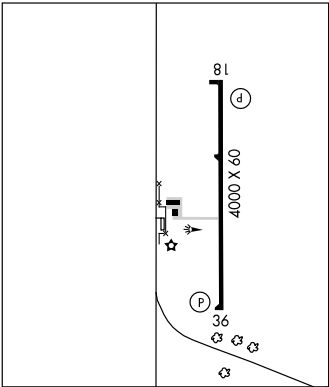


PINCKNEYVILLE—DU QUOIN (PJY) 6 SE UTC-6(-5DT) N37°58.67' W89°21.63'
400 B FUEL 100LL TPA-1200(800) NOTAM FILE STL
RWY 18-36: H4000X60 (ASPH) S-4 MIRL
RWY 18: PAPI(P4L)—GA 3.0° TCH 20'.
RWY 36: PAPI(P4L)—GA 3.0° TCH 20'. Road.

AIRPORT REMARKS: Attended irregularly. For service call acft maintenance, 618-443-2002. Wildlife on and invof arpt. Ultralight activity on and invof arpt. Rotating bcn is shielded and not visible from the W. For service call 618-357-9611/8746 or 618-443-2002. Rwy 18-36 pre-set to low ints, to incr ints and ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr 24 hrs. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ KANSAS CITY CENTER APP/DEP CON 125.3

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20'
W89°09.54' 196° 28.2 NM to fld. 546/4E.
HIWAS.



ST LOUIS
L-16H
IAP

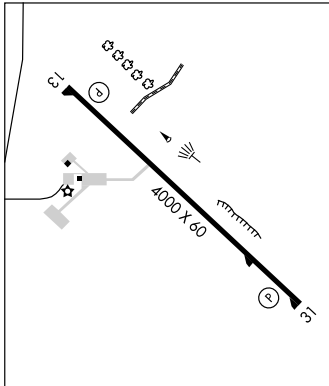
PITTSFIELD PENSTONE MUNI (PPQ) 3 NE UTC-6(-5DT) N39°38.33' W90°46.71'
710 B FUEL 100LL, JET A TPA-1510(800) NOTAM FILE PPQ
RWY 13-31: H4000X60 (ASPH) S-12 MIRL 0.4% up NW
RWY 13: PAPI(P2L)—GA 3.0° TCH 32'. Tree.
RWY 31: PAPI(P2L)—GA 3.0° TCH 29'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±. 24 hr. self svc credit card (major) fuel facility. Deer and migratory waterfowl on and invof arpt. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (217) 285-1428.

COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (L) VORTAC 113.6 UIN Chan 83 N39°50.87'
W91°16.74' 113° 26.3 NM to fld. 715/5E. HIWAS.



ST LOUIS
L-27B
IAP

POLO N41°57.94' W89°31.45' NOTAM FILE IKK.
(L) VOR/DME 111.2 PLL Chan 49 153° 8.7 NM to Dixon Muni-Charles R. Walgreen Fld. 840/3E.
HIWAS.
RCO 122.1R 111.2T (KANKAKEE RADIO)

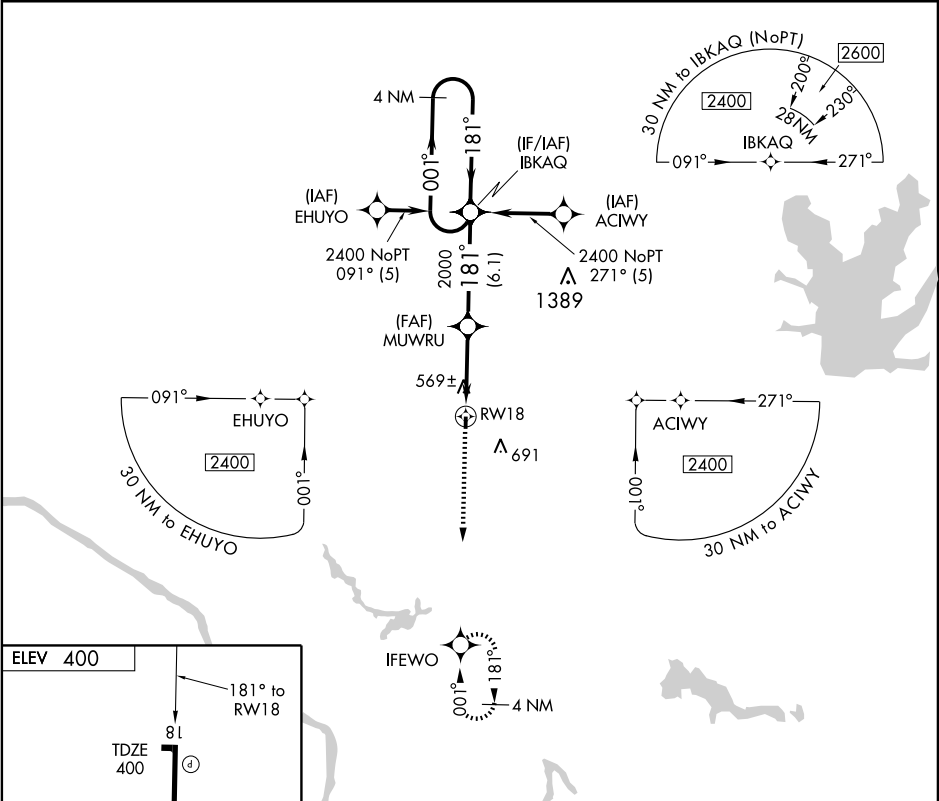
CHICAGO
L-28H

▲NA

Use Carbondale-Murphysboro altimeter setting; if not received, use Sparta Community-Hunter Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct IFEWO and hold

KANSAS CITY CENTER 125.3 269.5	UNICOM 122.8 (CTAF)
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ELEV 400

181° to RWY 18

TDZE 400

4000 X 60

36

2400

IFEWO

MUWRU

RWY 18

3.04°

TCH 40

4.8 NM

6.1 NM

IBKAQ

4 NM Holding Pattern

001°

181°

2400

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	860-1	460 (500-1)	860-1¼ 460 (500-1¼)	860-1½ 460 (500-1½)
CIRCLING	920-1	520 (600-1)	920-1½ 520 (600-1½)	1080-2¼ 680 (700-2¼)

PINCKNEYVILLE, ILLINOIS

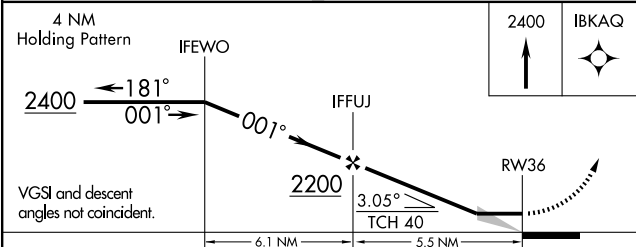
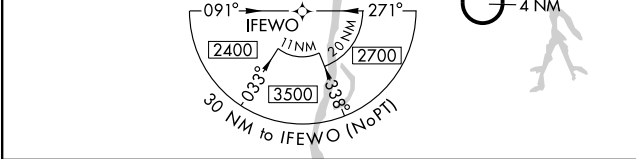
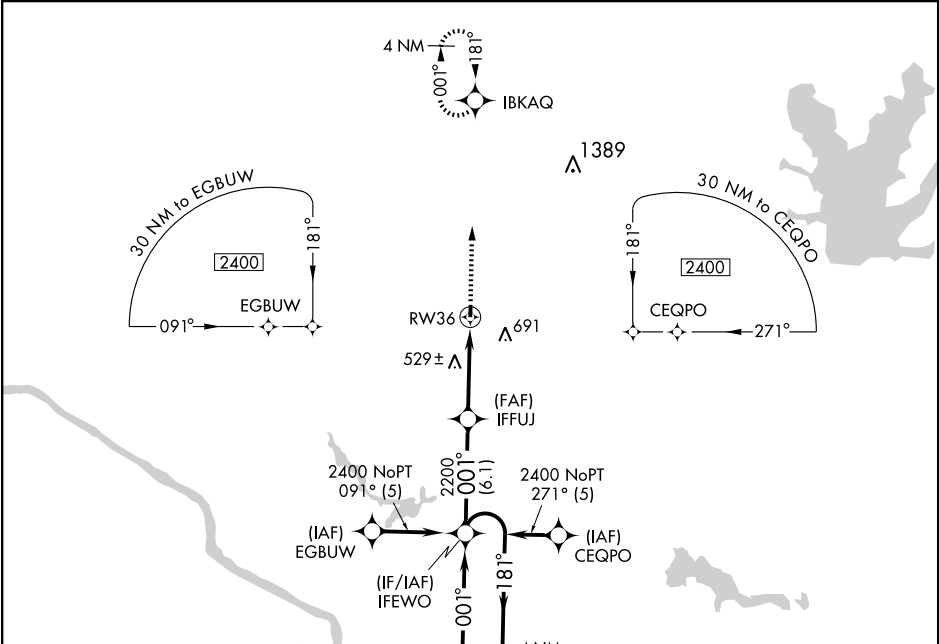
AL-6850 (FAA)

APP CRS	Rwy Idg	4000
001°	TDZE	399
	Apt Elev	400

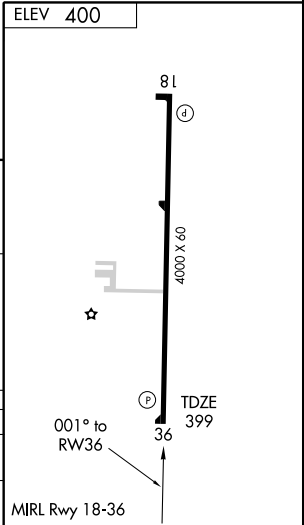
RNAV (GPS) RWY 36
PINCKNEYVILLE-DU QUOIN (PJY)

⚠️ NA Use Carbondale-Murphysboro altimeter setting; if not received, use Sparta Community-Hunter Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct IBKAQ and hold
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KANSAS CITY CENTER 125.3 269.5	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNNAV MDA	820-1 421 (500-1)	820-1 421 (500-1 1/4)	820-1 421 (500-1 1/4)	820-1 421 (500-1 1/4)
CIRCLING	920-1 520 (600-1)	920-1 520 (600-1 1/2)	920-1 520 (600-1 1/2)	1080-2 680 (700-2 1/4)



PINCKNEYVILLE, ILLINOIS
Orig 05244

37° 59' N-89° 22' W

PINCKNEYVILLE-DU QUOIN (PJY)
RNAV (GPS) RWY 36

EC-3, 21 OCT 2010 to 18 NOV 2010

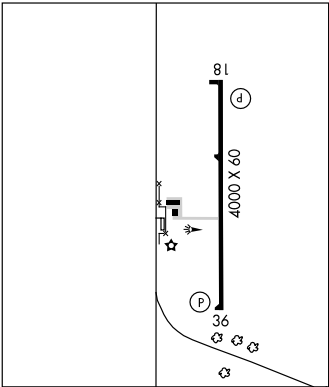
EC-3, 21 OCT 2010 to 18 NOV 2010

PINCKNEYVILLE—DU QUOIN (PJY) 6 SE UTC-6(-5DT) N37°58.67' W89°21.63'
400 B FUEL 100LL TPA-1200(800) NOTAM FILE STL
RWY 18-36: H4000X60 (ASPH) S-4 MIRL
RWY 18: PAPI(P4L)—GA 3.0° TCH 20'.
RWY 36: PAPI(P4L)—GA 3.0° TCH 20'. Road.

AIRPORT REMARKS: Attended irregularly. For service call acft maintenance, 618-443-2002. Wildlife on and invof arpt. Ultralight activity on and invof arpt. Rotating bcn is shielded and not visible from the W. For service call 618-357-9611/8746 or 618-443-2002. Rwy 18-36 pre-set to low ints, to incr ints and ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr 24 hrs. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ KANSAS CITY CENTER APP/DEP CON 125.3

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20'
W89°09.54' 196° 28.2 NM to fld. 546/4E.
HIWAS.



ST LOUIS
L-16H
IAP

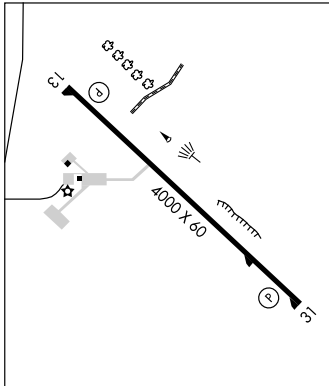
PITTSFIELD PENSTONE MUNI (PPQ) 3 NE UTC-6(-5DT) N39°38.33' W90°46.71'
710 B FUEL 100LL, JET A TPA-1510(800) NOTAM FILE PPQ
RWY 13-31: H4000X60 (ASPH) S-12 MIRL 0.4% up NW
RWY 13: PAPI(P2L)—GA 3.0° TCH 32'. Tree.
RWY 31: PAPI(P2L)—GA 3.0° TCH 29'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±. 24 hr. self svc credit card (major) fuel facility. Deer and migratory waterfowl on and invof arpt. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (217) 285-1428.

COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (L) VORTAC 113.6 UIN Chan 83 N39°50.87'
W91°16.74' 113° 26.3 NM to fld. 715/5E. HIWAS.



ST LOUIS
L-27B
IAP

POLO N41°57.94' W89°31.45' NOTAM FILE IKK.
(L) VOR/DME 111.2 PLL Chan 49 153° 8.7 NM to Dixon Muni-Charles R. Walgreen Fld. 840/3E.
HIWAS.
RCO 122.1R 111.2T (KANKAKEE RADIO)

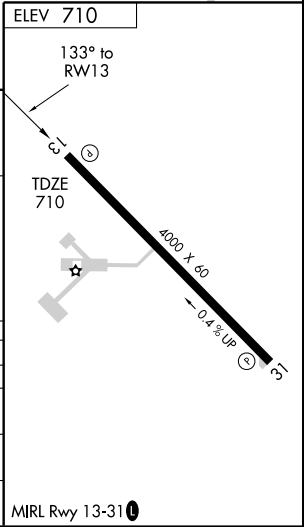
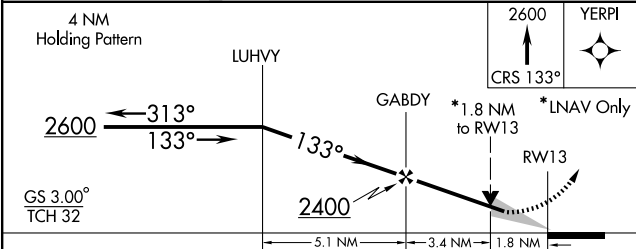
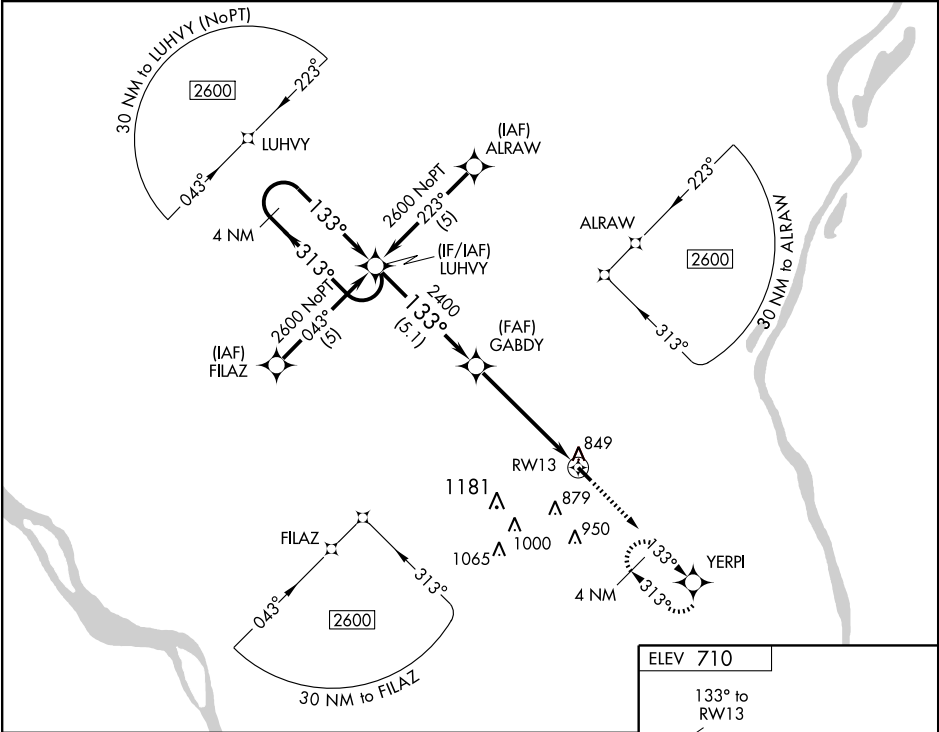
CHICAGO
L-28H

APP CRS	Rwy Idg	4000
133°	TDZE	710
	Apt Elev	710

RNAV (GPS) RWY 13
PITTSFIELD PENSTONE MUNI (PPQ)

⚠ Baro-VNAV NA below -16°C (3°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 via 133° course to YERPI WP and hold.
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AWOS-3 118.525	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1168-1¾ 458 (500-1¾)			NA
LNAV MDA	1300-1 590 (600-1)		1300-1½ 590 (600-1½)	NA
CIRCLING	1300-1 590 (600-1)		1300-1½ 590 (600-1½)	NA

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

PITTSFIELD, ILLINOIS

AL-6310 (FAA)

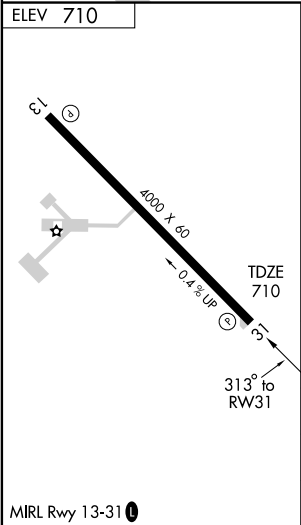
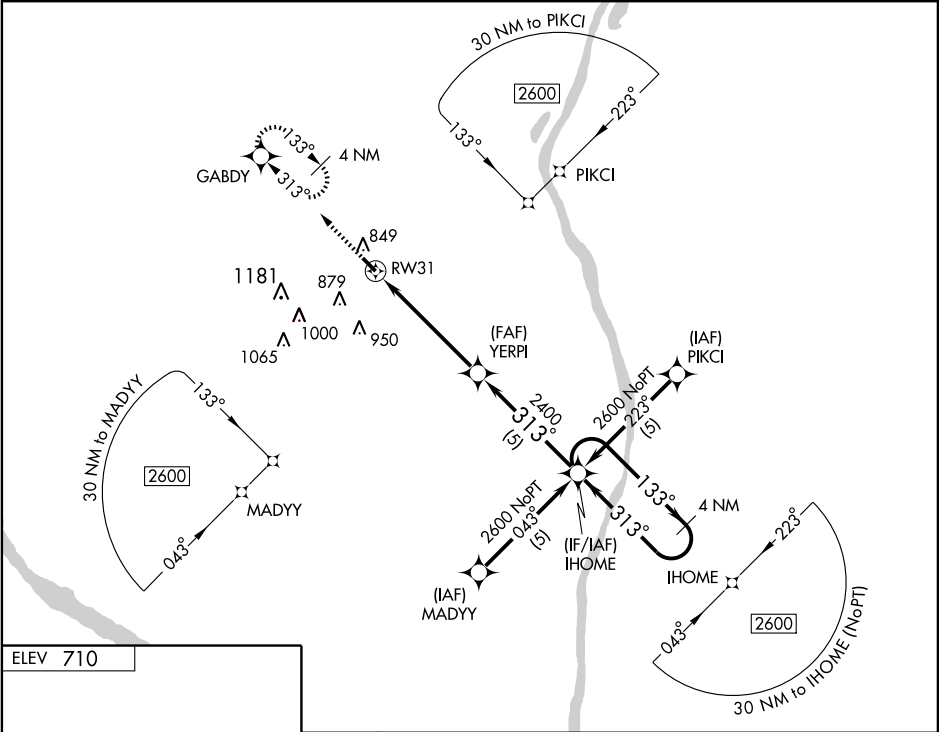
APP CRS	Rwy Idg	4000
313°	TDZE	710
	Apt Elev	710

RNAV (GPS) RWY 31

PITTSFIELD PENSTONE MUNI (PPQ)

▲ NA	Baro-VNAV NA below -16°C (3°F). GPS or RNP-0.3 Required. DME/DME-0.3 NA.	MISSED APPROACH: Climb to 2600 via 313° course to GABDY WP and hold.
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AWOS-3 118.525	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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2600	GABDY	4 NM	Holding Pattern
CRS 313°			
* LNAV Only	* 1.2 NM to RW31		
RW31	YERPI	IHOME	
1.2	4 NM	5 NM	
CATEGORY	A	B	C
GLS PA DA	NA		
LNAV/VNAV DA	1060-1¼	350 (400-1¼)	NA
LNAV MDA	1100-1	390 (400-1)	NA
CIRCLING	1160-1¼	450 (500-1¼)	1160-1½ 450 (500-1½)

PITTSFIELD, ILLINOIS
Orig 07074

39° 38' N - 90° 47' W

PITTSFIELD PENSTONE MUNI (PPQ)
RNAV (GPS) RWY 31

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

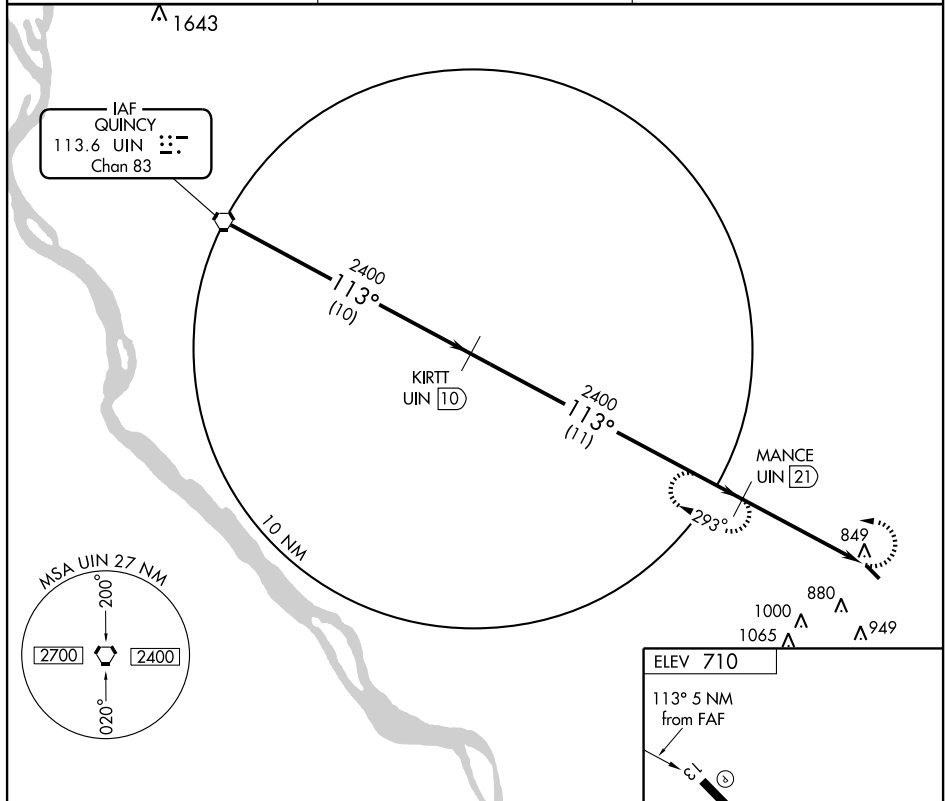
AL-6310 (FAA)

VORTAC UIN 113.6 Chan 83	APP CRS 113°	Rwy Idg 4000 TDZE 710 Apt Elev 710
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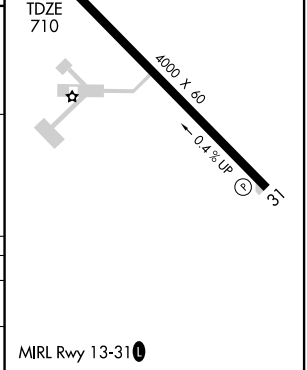
VOR/DME RWY 13
PITTSFIELD PENSTONE MUNI (PPQ)

MISSED APPROACH: Climbing left turn to 2400 via UIN R-113 to MANCE 21 DME and hold.

AWOS-3 118.525	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA	MANCE UIN R-113 113.6	MANCE △
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PITTSFIELD PENSTONE MUNI (PPQ)

39°38'N - 90°47'W

VOR/DME RWY 13

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

PONTIAC MUNI (PNT) 3 N UTC-6(-5DT) N40°55.47' W88°37.44'

CHICAGO

666 B S4 FUEL 100LL, JET A NOTAM FILE PNT

RWY 06-24: H5000X75 (ASPH) S-8, D-12.5 MIRL 0.3% up NE

RWY 06: PVASI(PSIL). Pole. RWY 24: PVASI(PSIL).

AIRPORT REMARKS: Attended Nov-Mar 1400-2300Z†, Apr-Oct 1400Z†-Dusk. Rwy 06 PVASI OTS indef. ACTIVATE MIRL Rwy 06-24 and PVASI Rwy 06 and Rwy 24-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (815) 844-0923.

HIWAS 109.6 PNT.

COMMUNICATIONS: CTAF/UNICOM 122.8

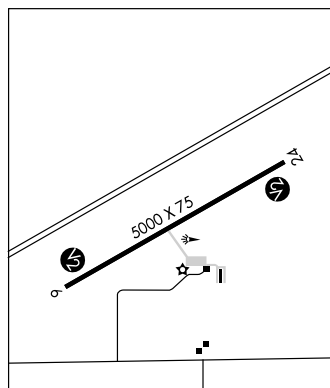
RCO 122.1R 109.6T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

(L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 036° 8.0 NM to fld. 679/03E. HIWAS.

**POPLAR GROVE** (C77) 3 S UTC-6(-5DT) N42°19.39' W88°50.18'

CHICAGO

858 B S4 FUEL 100LL, MOGAS TPA-1858(1000) NOTAM FILE IKK

RWY 12-30: H3773X50 (ASPH-AFSC) LIRL (NSTD)

RWY 12: Thld displcd 500'. Tree.

RWY 09-27: 2709X200 (TURF) 0.3% up W

RWY 09: Tree. RWY 27: Tree.

RWY 17-35: 2467X150 (TURF)

RWY 17: Thld displcd 340'. Road. RWY 35: Bldg.

AIRPORT REMARKS: Attended SR-SS. Rwy 17-35 and 09-27 CLOSED exc ski acft when snow covered. Rwy 12-30 NSTD LIRL due to spacing, ints and non-frangible mountings. Tetrahedron lgts OTS indef.

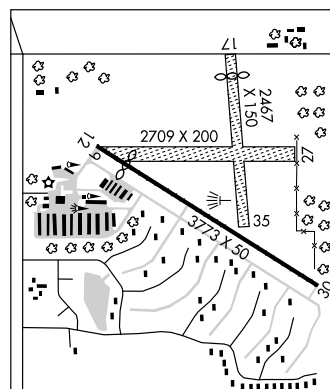
COMMUNICATIONS: CTAF/UNICOM 122.8

® ROCKFORD APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RFD.

ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53'

W89°11.96' 069° 17.2 NM to fld. 868/1E.

**QUAD-CITY** (See MOLINE)**QUAD-CITY SPB** (See MOLINE)

RNAV (GPS) RWY 6
PONTIAC MUNI (PNT)

MISSED APPROACH:
Climb to 3000 direct
KEJDO and hold.

060° to RW06

0.3% UP

5000 X 75

TDZE 657

MRL Rwy 6-24

EC-3, 21 OCT 2010 to 18 NOV 2010

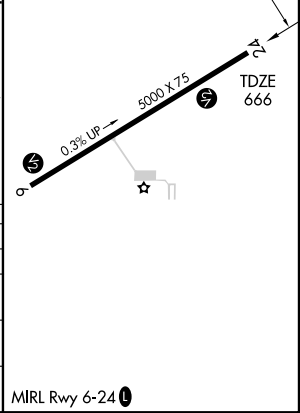
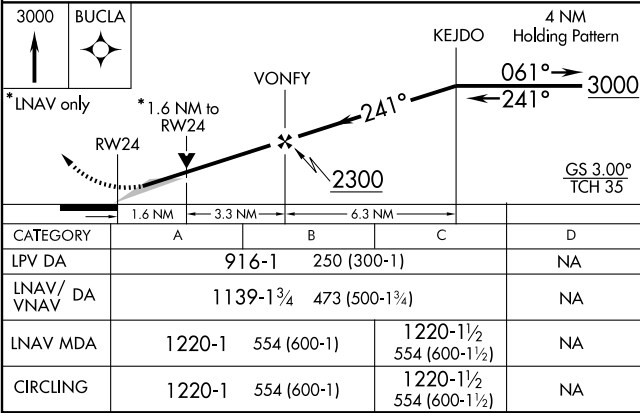
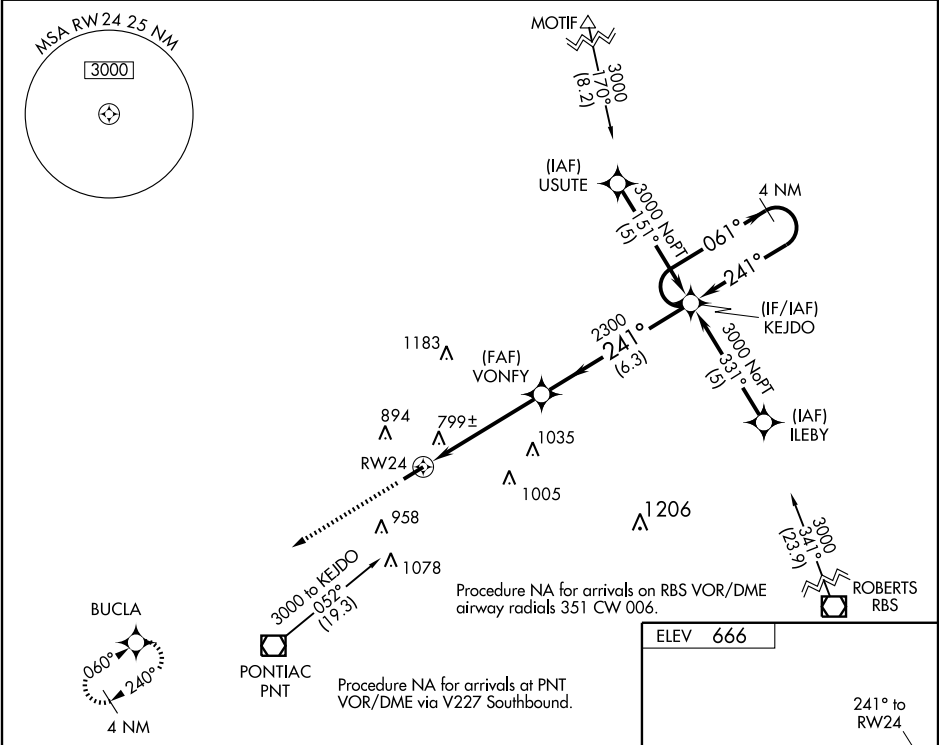
WAAS CH 50308 W24A	APP CRS 241°	Rwy Idg 5000 TDZE 666 Apt Elev 666
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RNAV (GPS) RWY 24
PONTIAC MUNI (PNT)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all DA 98 feet and all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
BUCLA and hold.

AWOS-3 119.675	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF) 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

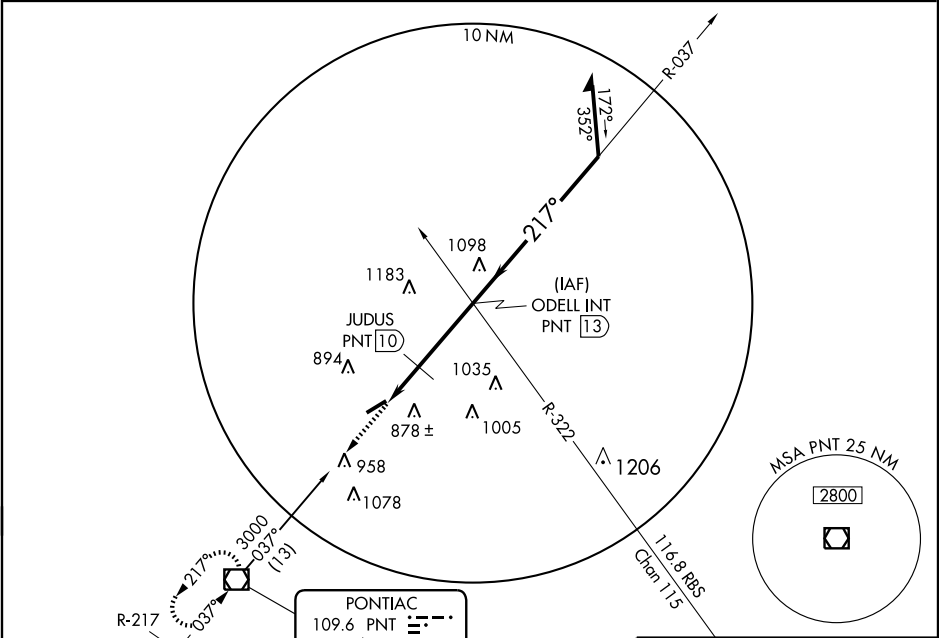
VOR/DME PNT	APP CRS	Rwy Idg	5000
109.6	217°	TDZE	666
Chan 33		Apt Elev	666

VOR RWY 24
PONTIAC MUNI (PNT)

⚠ When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all MDA 100 feet, increase S-24 and Circling Cat C visibility ½ mile, and JUDUS fix minimums S-24 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PNT VOR/DME and hold.

AWOS-3 119.675	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF) 0
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3000

PNT 109.6

*1340 when using Bloomington/Normal altimeter setting.

ODELL INT PNT 13

Remain within 10 NM

JUDUS PNT 10

PNT 8.3

217°

1240*

1.7 NM

3 NM

037°

217°

2300

3.23°

TCH 35

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-24	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
CIRCLING	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
JUDUS FIX MINIMUMS				
S-24	1140-1	474 (500-1)	1140-1¼ 474 (500-1¼)	NA
CIRCLING	1180-1	514 (600-1)	1220-1½ 554 (600-1½)	NA

ELEV 666

217° 4.7 NM from FAF

TDZE 666

5000 X 75

0.3% UP

MIRL Rwy 6-24 **0**

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

PONTIAC MUNI (PNT) 3 N UTC-6(-5DT) N40°55.47' W88°37.44'

CHICAGO

666 B S4 FUEL 100LL, JET A NOTAM FILE PNT

RWY 06-24: H5000X75 (ASPH) S-8, D-12.5 MIRL 0.3% up NE

RWY 06: PVASI(PSIL). Pole. RWY 24: PVASI(PSIL).

AIRPORT REMARKS: Attended Nov-Mar 1400-2300Z†, Apr-Oct 1400Z†-Dusk. Rwy 06 PVASI OTS indef. ACTIVATE MIRL Rwy 06-24 and PVASI Rwy 06 and Rwy 24-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (815) 844-0923.

HIWAS 109.6 PNT.

COMMUNICATIONS: CTAF/UNICOM 122.8

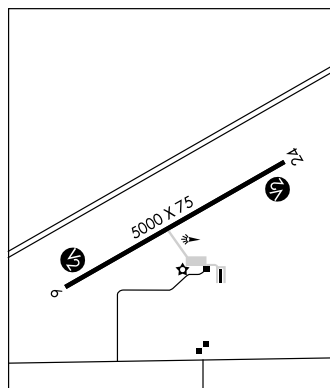
RCO 122.1R 109.6T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

(L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 036° 8.0 NM to fld. 679/03E. HIWAS.

**POPLAR GROVE** (C77) 3 S UTC-6(-5DT) N42°19.39' W88°50.18'

CHICAGO

858 B S4 FUEL 100LL, MOGAS TPA-1858(1000) NOTAM FILE IKK

RWY 12-30: H3773X50 (ASPH-AFSC) LIRL (NSTD)

RWY 12: Thld displcd 500'. Tree.

RWY 09-27: 2709X200 (TURF) 0.3% up W

RWY 09: Tree. RWY 27: Tree.

RWY 17-35: 2467X150 (TURF)

RWY 17: Thld displcd 340'. Road. RWY 35: Bldg.

AIRPORT REMARKS: Attended SR-SS. Rws 17-35 and 09-27 CLOSED exc ski acft when snow covered. Rwy 12-30 NSTD LIRL due to spacing, ints and non-frangible mountings. Tetrahedron lgts OTS indef.

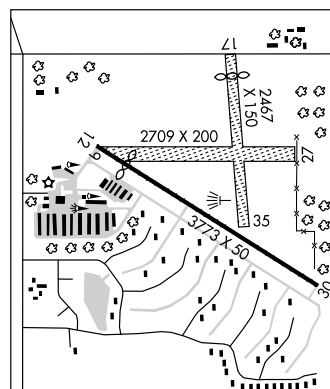
COMMUNICATIONS: CTAF/UNICOM 122.8

® ROCKFORD APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RFD.

ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53'

W89°11.96' 069° 17.2 NM to fld. 868/1E.

**QUAD-CITY** (See MOLINE)**QUAD-CITY SPB** (See MOLINE)

AL-6413 (FAA)

VOR/DME RFD 110.8 Chan 45	APP CRS 069°	Rwy Idg N/A TDZE N/A Apt Elev 856
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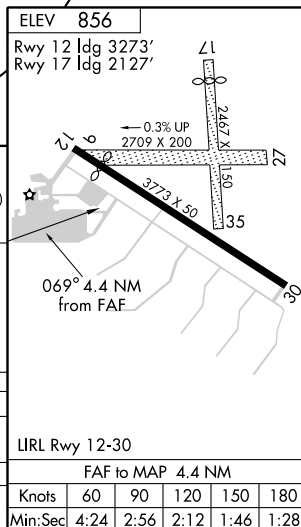
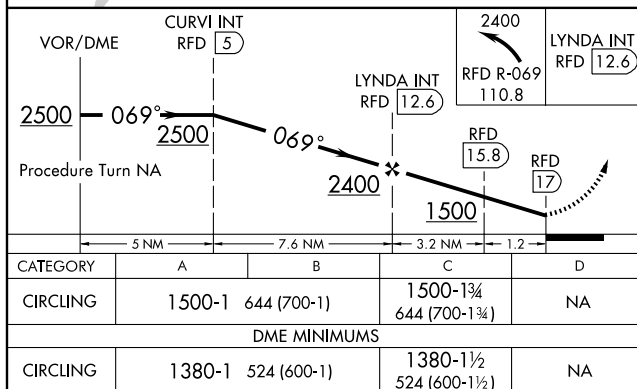
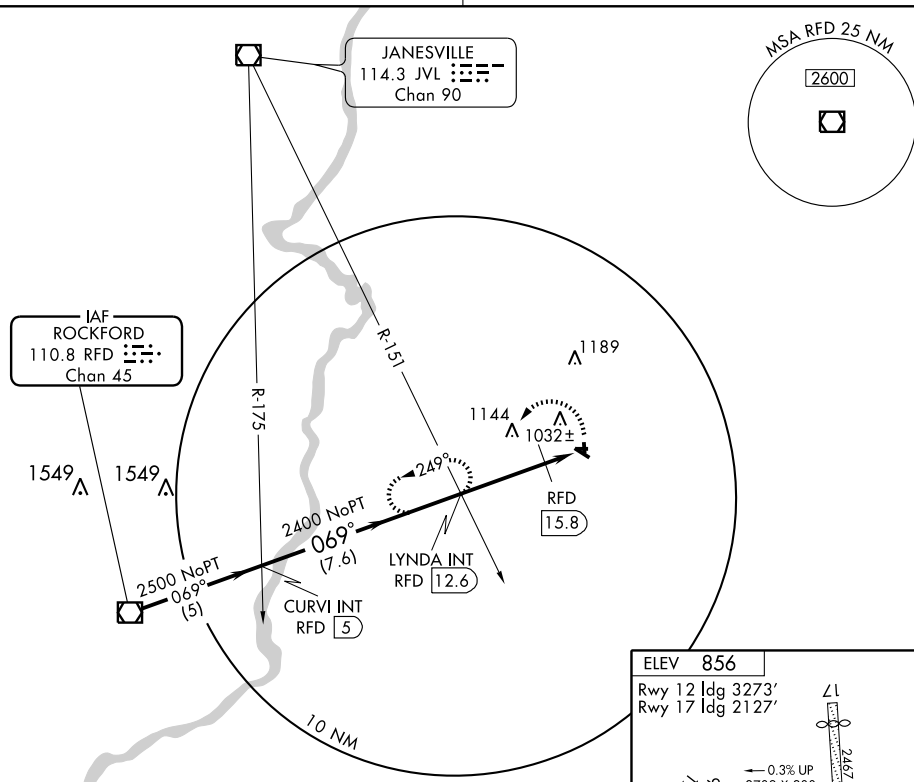
VOR-A
POPLAR GROVE (C77)

T
A NA Use Rockford, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 via RFD R-069 to LYNDIA Int 12.6 DME and hold.

ROCKFORD APP CON
121.0 327.0

UNICOM
122.8 (CTAF)



POPLAR GROVE, ILLINOIS
Orig 05244

POPLAR GROVE (C77)
VOR-A

42°19'N-88°50'W

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

QUINCY RGNL-BALDWIN FLD (UIN) 10 E UTC-6(-5DT) N39°56.57' W91°11.68'

KANSAS CITY

769 B S4 FUEL 100LL, JET A TPA-1769(1000) Class II, ARFF Index A NOTAM FILE UIN H-5D, L-27B

RWY 04-22: H7098X150 (ASPH-CONC-GRVD) S-60, D-75, 2S-95, 2D-150 HIRL IAP

RWY 04: MALSR. Road.

RWY 22: REIL. VASI(V4L)-GA 3.0° TCH 43'.

RWY 18-36: H5877X150 (ASPH-CONC) S-45, D-55,

2D-150 MIRL

RWY 18: REIL.

RWY 36: Thld dsplcd 477'. Road.

RWY 13-31: H5397X150 (ASPH-GRVD) S-75, D-95, 2S-121,

2D-150 MIRL

RWY 13: VASI(V4L)-GA 3.0° TCH 31'. Road.

RWY 31: PAPI(P4R)-GA 3.0° TCH 40'. Pole

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 13: TORA-5396 TODA-5396 ASDA-5123 LDA-5123

RWY 18: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

RWY 22: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 31: TORA-5396 TODA-5396 ASDA-5146 LDA-5146

RWY 36: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

AIRPORT REMARKS: Attended 1100-0400Z. For attendant after hrs call 217-885-3353 or 217-224-3755. Migratory waterfowl on and in/ovf arpt. Fld conditions are not monitored between the hours of 0400-1030Z. 48 hrs PPR for unscheduled air carrier ops involving acft with more than 30 passenger seats. Call arpt manager 217-885-3285 or 217-885-3262 during business hrs. Rwy 18-36 spalling with cracks throughout rwy. N 479' of Rwy 18-36 conc. NE 1300' of Rwy 04-22 conc. HIRL Rwy 04-22 preset low ints; to increase ints and ACTIVATE MIRL Rwy 13-31 and Rwy 18-36, MALSR Rwy 04, VASI Rwy 13 and PAPI Rwy 31-CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (217) 885-3319. HIWAS 113.6 UIN.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 113.6T (ST LOUIS RADIO)

RCO 122.5 (ST LOUIS RADIO)

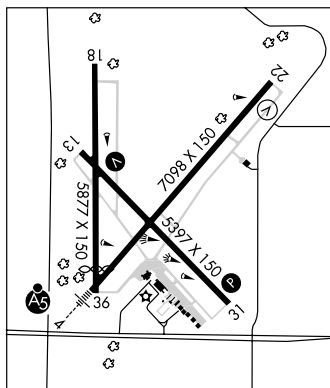
KANSAS CITY CENTER APP/DEP CON 135.525

AIRSPACE: CLASS E svc operational by NOTAM other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

(H) VORTAC 113.6 UIN Chan 83 N39°50.87' W91°16.74' 029° 6.9 NM to fld. 715/5E. HIWAS.

NDB (MHW/LOM) 293 UI N39°53.21' W91°15.22' 037° 4.3 NM to fld. Unmonitored.

ILS 110.1 I-UIN Rwy 04. Class IE. LOM QUINCY NDB. ILS unmonitored.

**RAINBOW HELIPORT** (See PEORIA)**RANTOUL NATIONAL AVIATION CENTER-FRANK ELLIOTT FLD** (TIP) O N UTC-6(-5DT)

CHICAGO

H-5E, L-27C

N40°17.61' W88°08.54'

737 B S4 FUEL 100LL, JET A NOTAM FILE TIP

RWY 09-27: H5000X75 (ASPH) MIRL

RWY 09: PAPI(P4L)-GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 27: REIL. PAPI(P4L)-GA 3.0° TCH 40'.

RWY 18-36: H4895X75 (ASPH) MIRL

RWY 18: Tree. RWY 36: Tree. Rgt tfc.

AIRPORT REMARKS: Attended continuously. For fuel after hrs call 217-892-2121. Parachute Jumping. PAPI Rwy 09 and Rwy 27 opr continuously. MIRL Rwy 09-27 and Rwy 18-36 preset on low ints, to increase ints ACTIVATE-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (217) 892-4999.**COMMUNICATIONS:** CTAF/UNICOM 123.0

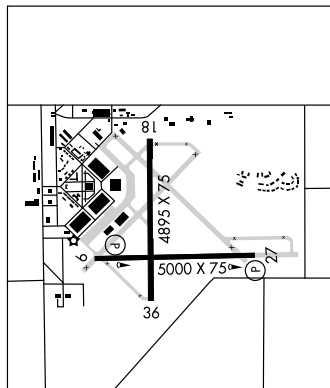
® CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 019° 16.7 NM to fld. 745/3E.

**ROBERTS** N40°34.90' W88°09.86' NOTAM FILE STL.

CHICAGO



(L) VOR/DME 116.8 RBS Chan 115 166° 8.1 NM to Paxton. 780/2E.

H-5E, L-27C

RCO 122.1R 116.8T (ST LOUIS RADIO)

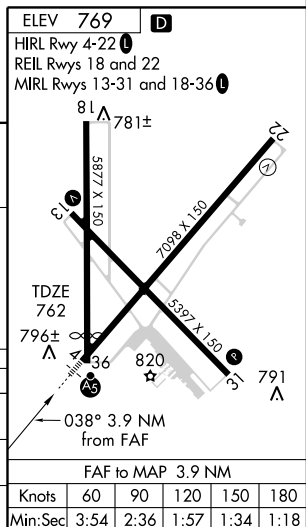
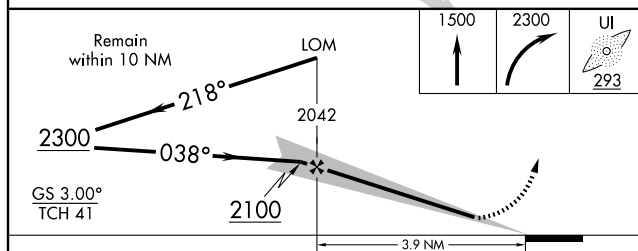
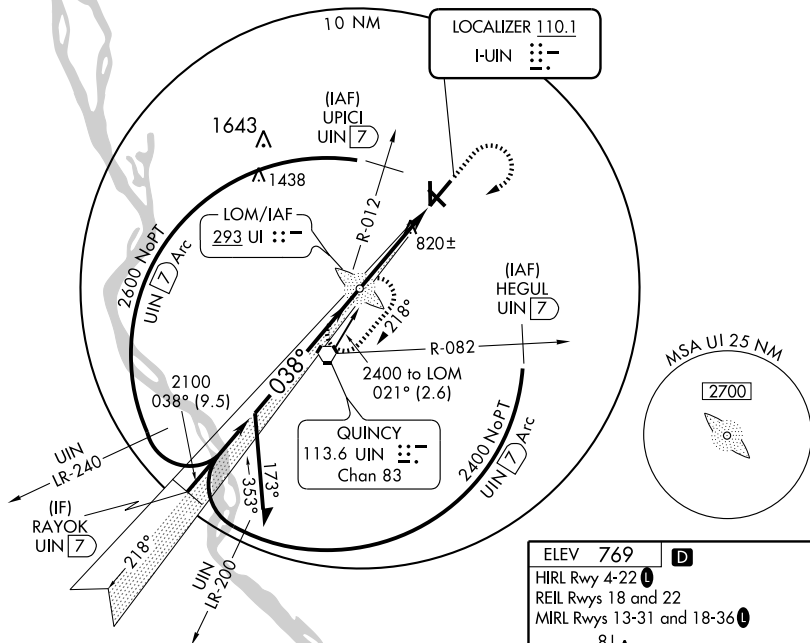
LOC I-UIIN <u>110.1</u>	APP CRS 038°	Rwy Idg 7098 TDZE 762 Apt Elev 769
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ILS or LOC RWY 4
QUINCY RGNL-BALDWIN FIELD (UIN)

 NA	For inoperative MALSR, increase S-LOC 4 Cat. D visibility ¼ mile. ADF REQUIRED.		MISSED APPROACH: Climb to 1500, then climbing right turn to 2300 direct UI LOM and hold.
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ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 4	962-1/2 200 (200-1/2)			
S-LOC 4	1080-1/2 318 (400-1/2)			1080-3/4 318 (400-3/4)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1 1/2 451 (500-1 1/2)	1320-2 551 (600-2)

AL-862 (FAA)

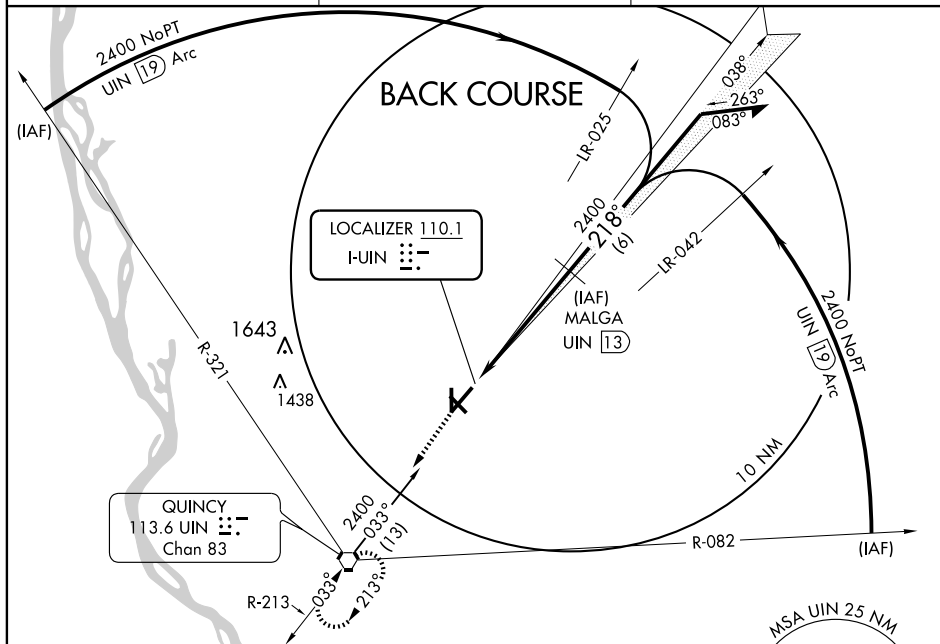
LOC I-UIIN <u>110.1</u>	APP CRS 218°	Rwy Idg 7098 TDZE 749 Apt Elev 769
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LOC/DME BC RWY 22
QUINCY RGNL-BALDWIN FIELD (UIN)

T Simultaneous reception of I-UIN and UIN DME Required.
DME from UIN VORTAC.

MISSED APPROACH: Climb to 2400
direct UIN VORTAC and hold.

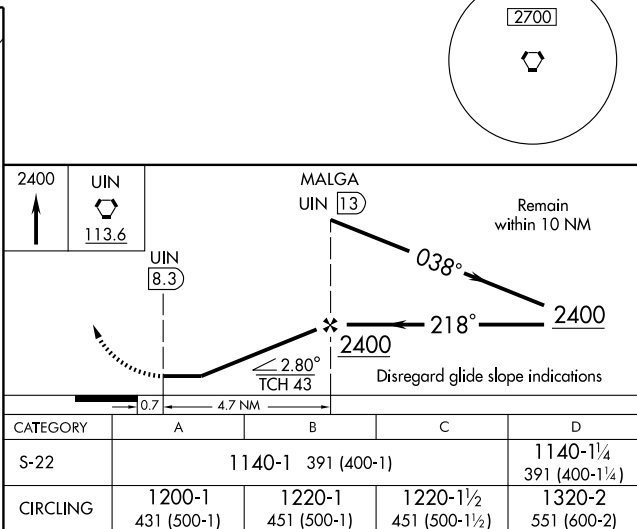
ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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D

81 Δ 781 \pm 218° 5.4 NM from FAF 7098 X 150 5327 X 150 796 \pm Δ 820 \star 791 Δ TDZE 749

REIL Rwy 18 and 22
HIRL Rwy 4-22 **(L)**
MIRL Rwy 13-31 and 18-36 **(L)**



QUINCY, ILLINOIS
Amdt 6A 10154

39° 57' N-91° 12' W

QUINCY RGNL-BALDWIN FIELD (UIN)
LOC/DME BC RWY 22

EC-3, 21 OCT 2010 to 18 NOV 2010

LOM UI	APP CRS	Rwy Idg	7098
293	038°	TDZE	762
		Apt Elev	769

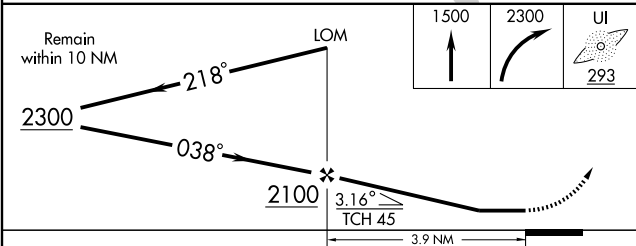
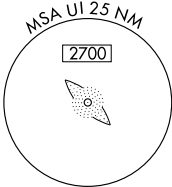
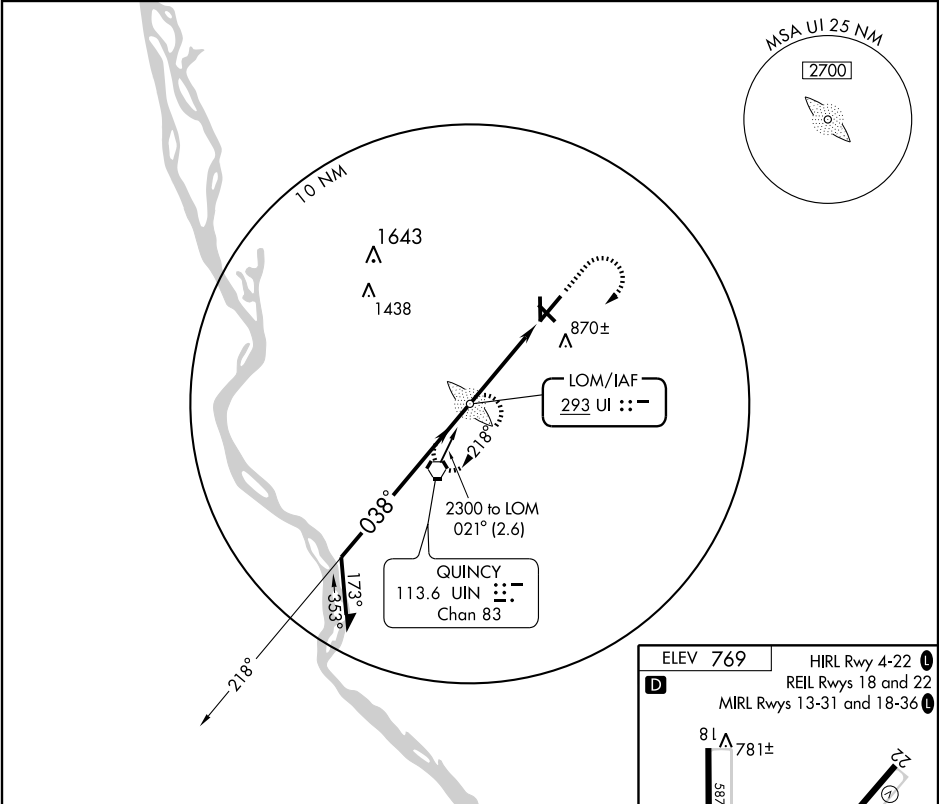
NDB RWY 4
QUINCY RGNL-BALDWIN FIELD (UIN)


NA

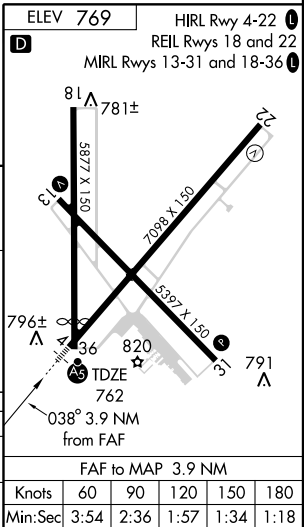

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct UI LOM and hold

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	1180-3/4	418 (500-3/4)		1180-1 418 (500-1)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1 1/2 451 (500-1 1/2)	1320-2 551 (600-2)



WAAS CH 53510 W04A	APP CRS 038°	Rwy Idg 7098 TDZE 760 Apt Elev 769
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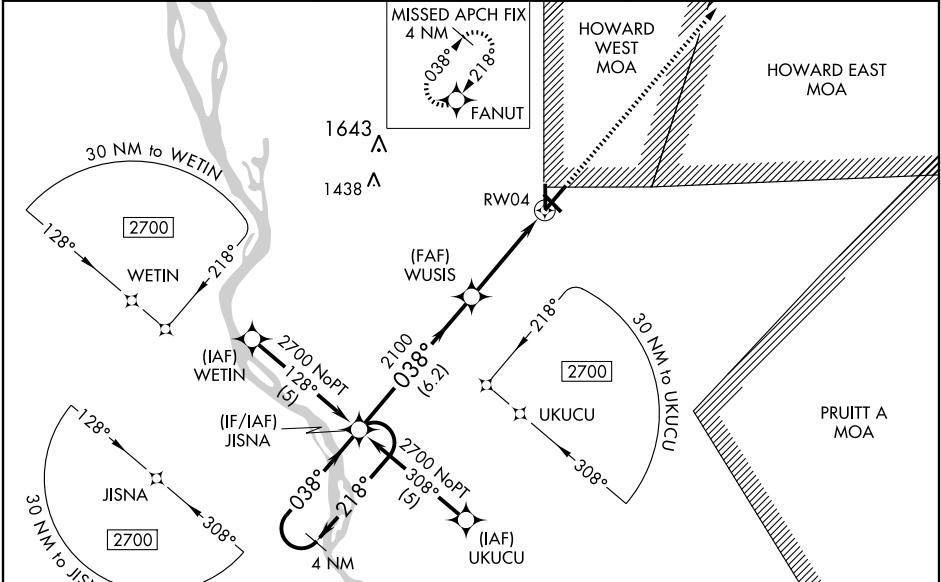
RNAV (GPS) RWY 4
QUINCY RGNL-BALDWIN FIELD (UIN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ miles. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats. ¼ mile and LNAV Cat. C ¼ mile. For inoperative MALSR when using Pittsfield altimeter setting, increase LPV visibility all Cats. to 1 mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MALSR

MISSED APPROACH:
Climb to 2400 direct
FANUT and hold

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 1
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4 NM Holding Pattern

JISNA

2700 ← 218°
038° →

GS 3.00°
TCH 41

WUSIS

2100

038°

218°

6.2 NM

2.9 NM

1.1 NM

RW04

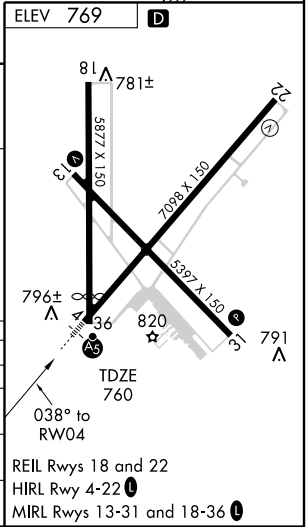
FANUT

2400

*LNAV only.

*1.1 NM to RW04

CATEGORY	A	B	C	D
LPV DA	960-½ 200 (200-½)			
LNAV/VNAV DA	1139-¾ 379 (400-¾)			
LNAV MDA	1160-½ 400 (400-½)			1160-1 400 (400-1)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

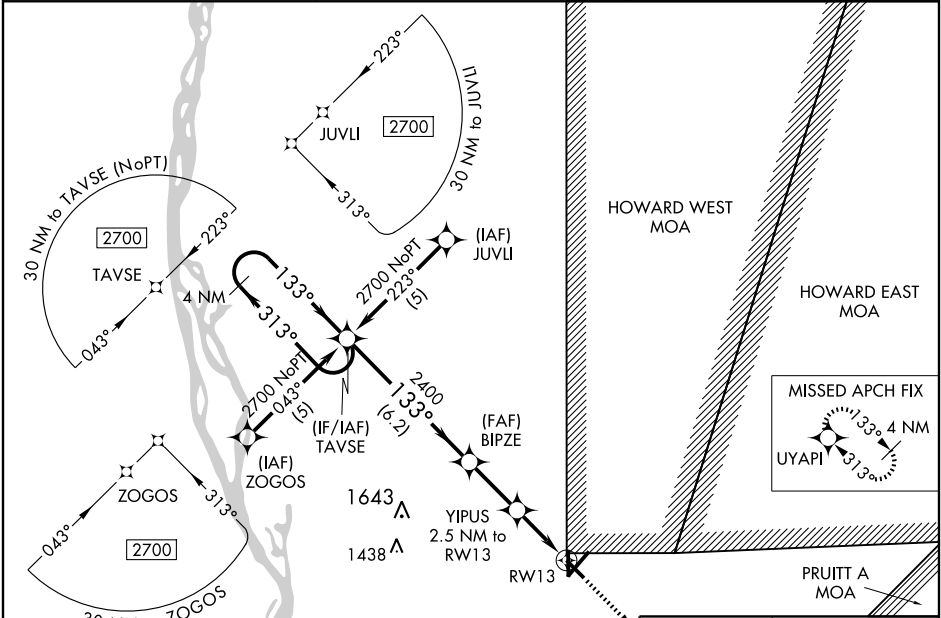
WAAS CH 65910 W13A	APP CRS 133°	Rwy Idg 5123 TDZE 767 Apt Elev 769
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RNAV (GPS) RWY 13
QUINCY RGNL-BALDWIN FIELD (UIN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct UYAPI and hold.

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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<div>30 NM to L₁</div> <div>4 NM Holding Pattern</div> <div>TAVSE</div> <div>VGSI and RNAV glidepath not coincident.</div> <div>BIPZE</div> <div>YIPUS 2.5 NM to RW13</div> <div>2700</div> <div>UYAPI</div> <div>↑</div> <div>✦</div> <div>* LNAV only</div> <div>133° to RW13</div> <div>81</div> <div>781±</div> <div>869±</div> <div>5877 X 150</div> <div>7098 X 150</div> <div>5387 X 150</div> <div>796±</div> <div>36</div> <div>820</div> <div>791</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> <div>△</div> 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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56510 W18A	APP CRS 177°	Rwy Idg 5400 TDZE 760 Apt Elev 769
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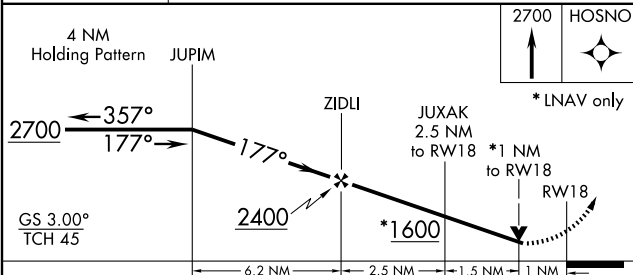
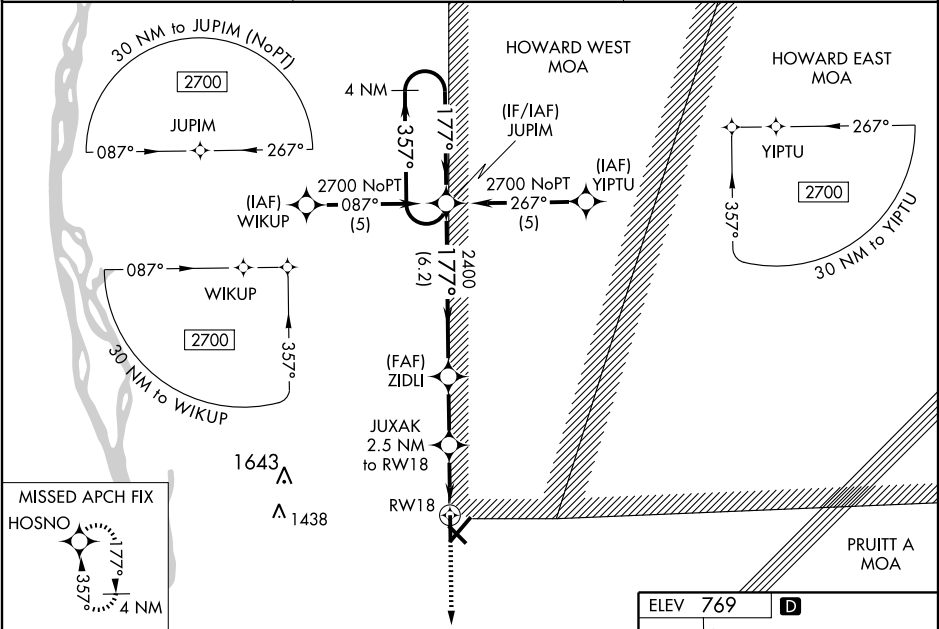
RNAV (GPS) RWY 18
QUINCY RGNL-BALDWIN FIELD (UIN)

Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

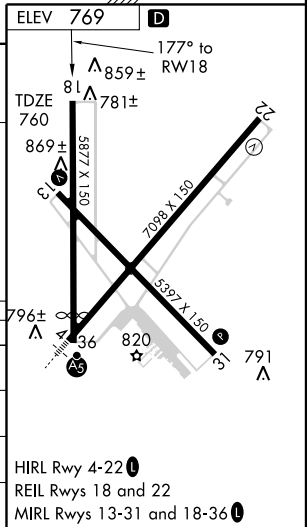
Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cats. C, D ¼ mile. VDP NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct HOSNO and hold.

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1115-1¼	355 (400-1¼)		
LNAV/VNAV DA	1129-1¼	369 (400-1¼)		
LNAV MDA	1120-1	360 (400-1)	1120-1¼	360 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)



EC-3, 21 OCT 2010 to 18 NOV 2010

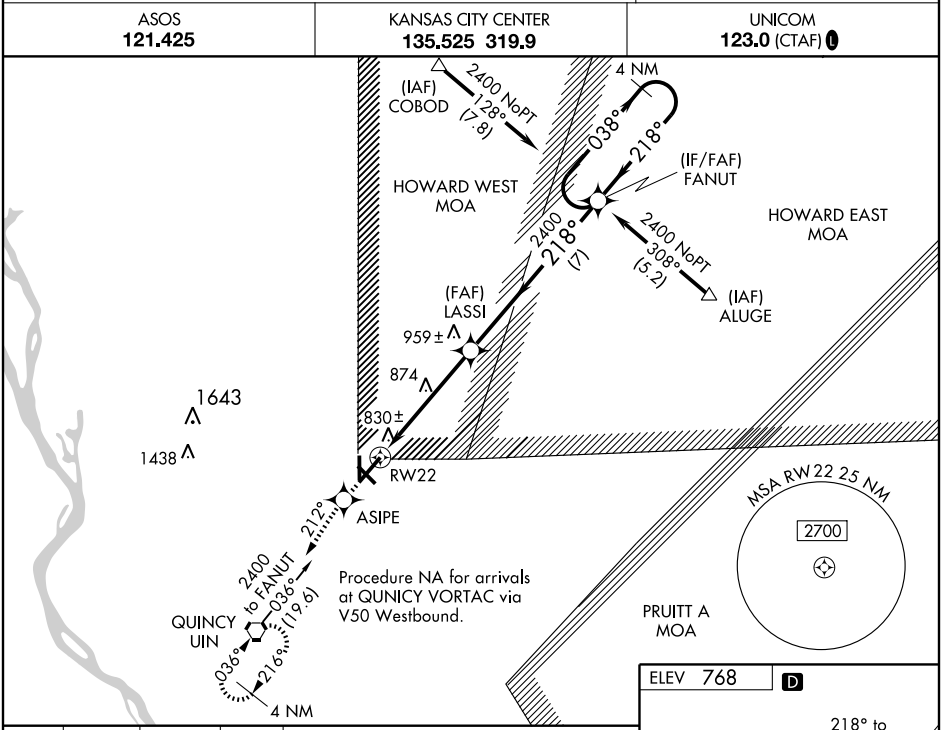
EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45705 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	7098 749 768
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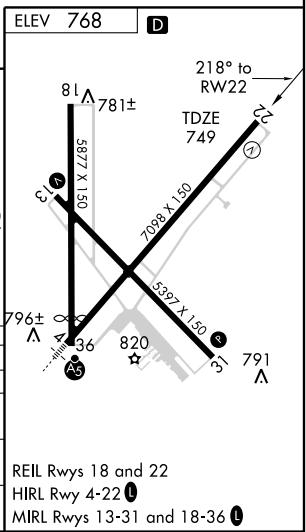
RNAV (GPS) RWY 22
QUINCY RGNL-BALDWIN FIELD (UIN)

⚠ Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Pittsfield altimeter setting. If local altimeter setting not received, use Pittsfield altimeter setting and increase all DAs 70 feet and all MDAs 80 feet.

✈ MISSED APPROACH: Climb to 2400 direct ASIZE and via 212° track to UIN VORTAC and hold.



2400	ASIZE	212° TRK	UIN
* RNAV only			
* 1.1 NM to RWY 22			
RWY 22			
1.1 NM			
3.9 NM			
7 NM			
CATEGORY	A	B	C
LPV DA	999-1 250 (300-1)		
RNAV/ VNAV DA	1161-1½ 412 (400-1½)		
RNAV MDA	1140-1 391 (400-1)		
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61210 W31A	APP CRS 313°	Rwy Idg 5146 TDZE 769 Apt Elev 769
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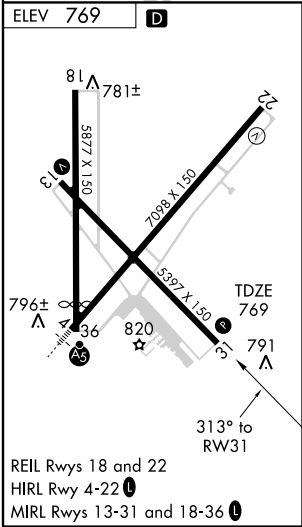
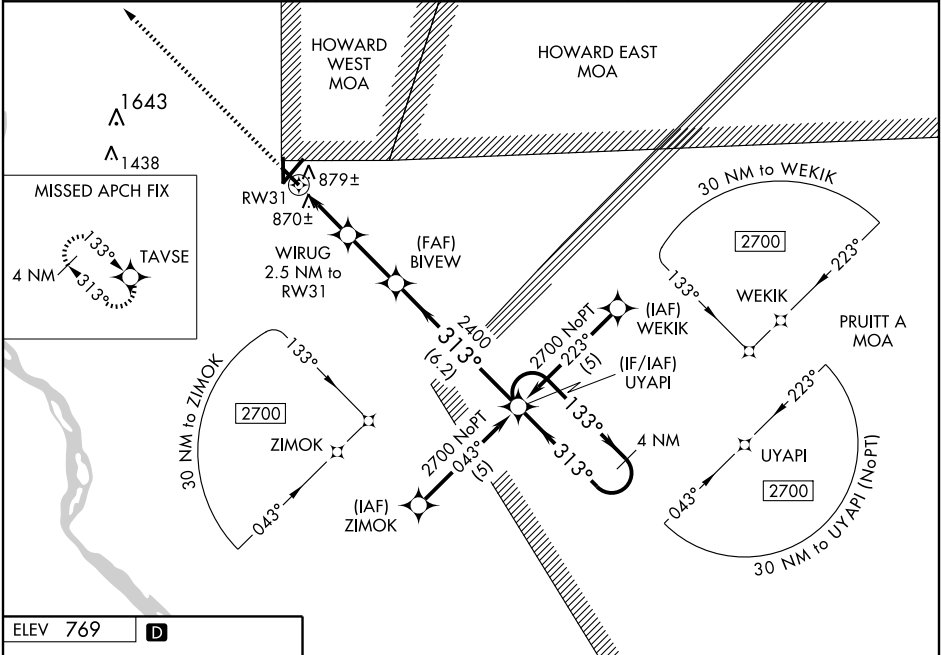
RNAV (GPS) RWY 31

QUINCY RGNL-BALDWIN FIELD (UIN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct
TAVSE and hold

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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2700 TAVSE				
* LNAV only				
* 1 NM to RW31				
WIRUG 2.5 NM to RW31				
BIVEW				
UYAPI 4 NM Holding Pattern				
133° → 2700				
← 313°				
* 1600				
2400				
GS 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	1057-1 288 (300-1)			
LNAV/VNAV DA	1168-1½ 399 (400-1½)			
LNAV MDA	1140-1 371 (400-1)			1140-1¼ 371 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

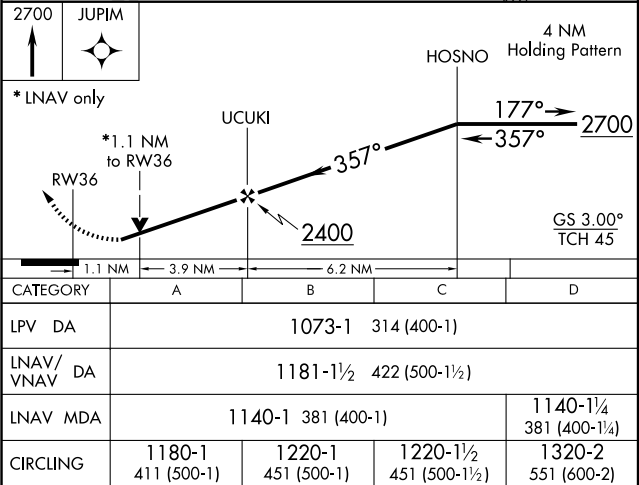
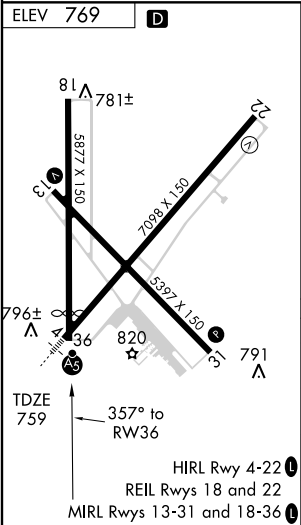
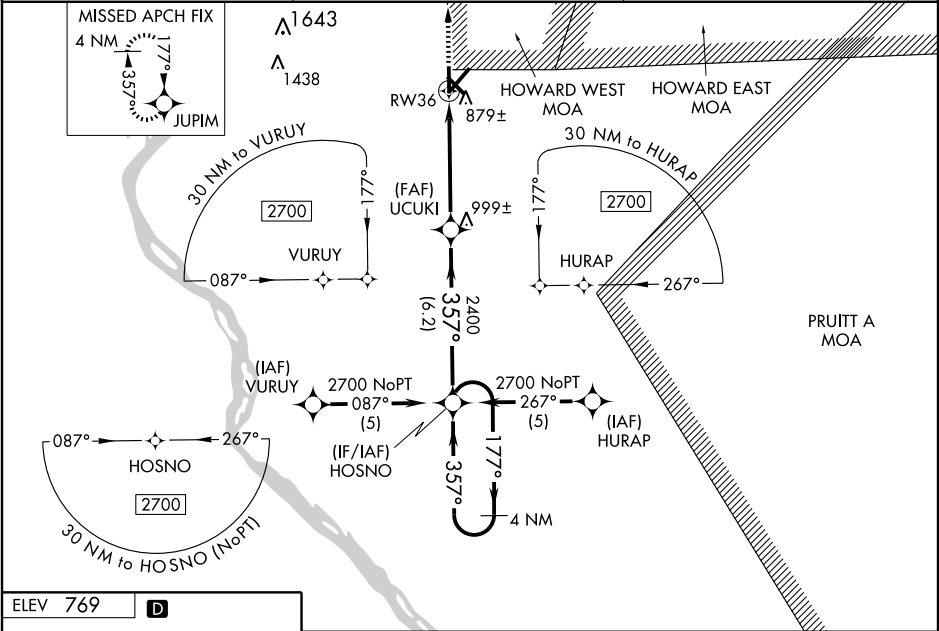
WAAS CH 97610 W36A	APP CRS 357°	Rwy Idg TDZE 759 Apt Elev 769	5400
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RNAV (GPS) RWY 36
QUINCY RGNL-BALDWIN FIELD (UIN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct JUPIM and hold.

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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AL-862 (FAA)

VORTAC UIN 113.6 Chan 83	APP CRS 211°	Rwy Idg 7098 TDZE 749 Apt Elev 768
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VOR/DME RWY 22
QUINCY RGNL-BALDWIN FIELD (UIN)

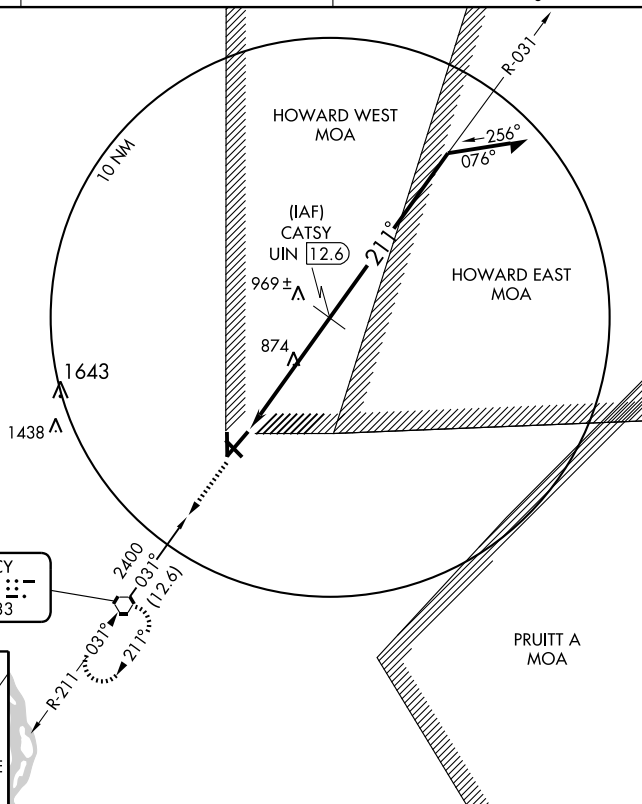
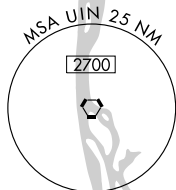


VDP NA when using Pittsfield altimeter setting.
If local altimeter setting not received, use Pittsfield
altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2400
direct UIN VORTAC and hold.

ASOS
121.425

KANSAS CITY CENTER
135.525 319.9

UNICOM
123.0 (CTAF) **L**

ELEV 768

D

81
Δ 781±
5877 X 150

211° 5 NM
from FAF

7998 X 150

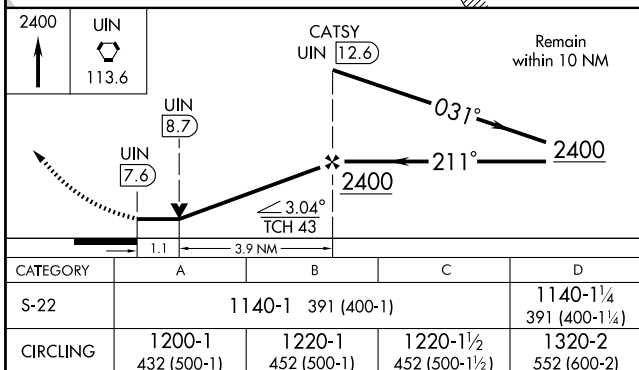
5397 X 150

TDZE
749

796±
Δ

820

791
Δ



QUINCY, ILLINOIS
Amdt 8 10154

39° 57'N-91° 12'W

QUINCY RGNL-BALDWIN FIELD (UIN)
VOR/DME RWY 22

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AL-862 (FAA)

VORTAC UIN 113.6 Chan 83	APP CRS 029°	Rwy Idg 7098 TDZE 760 Apt Elev 769
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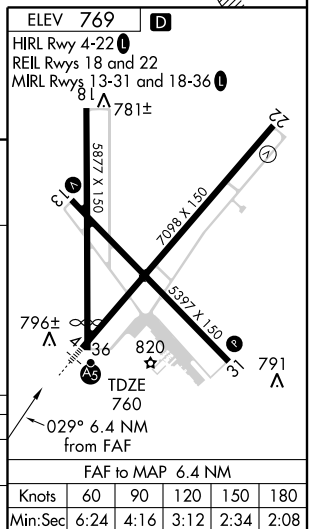
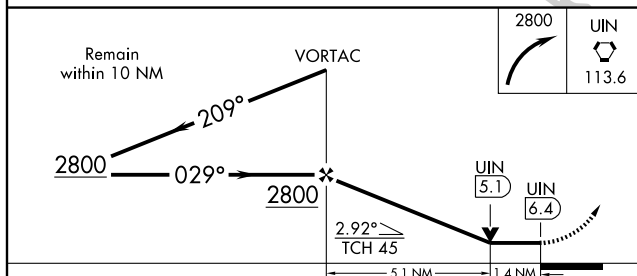
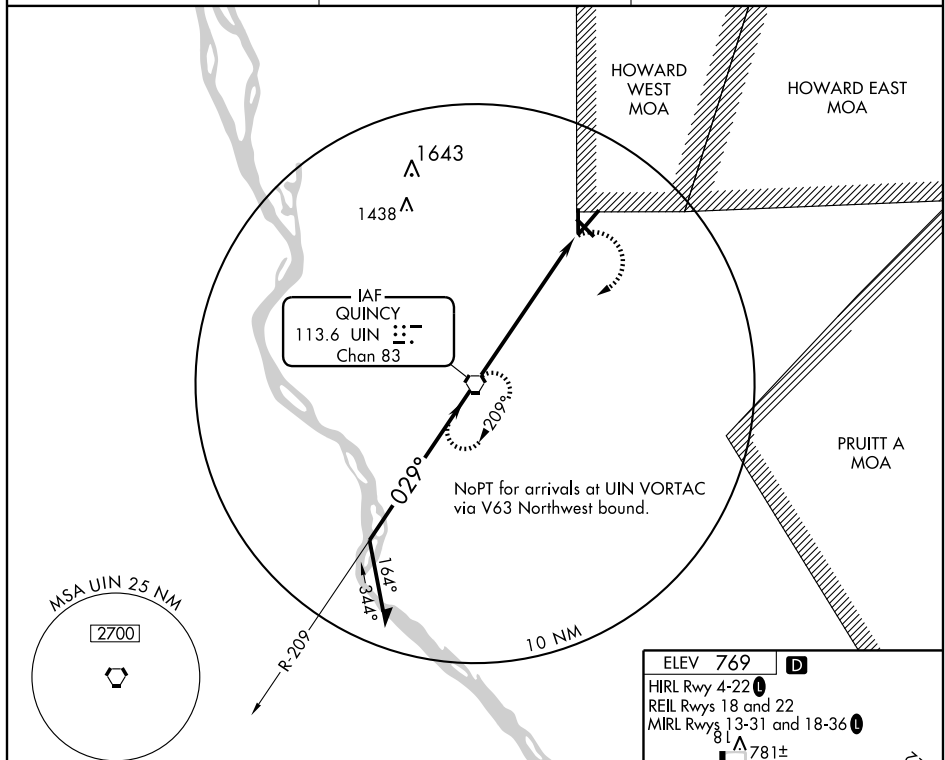
VOR RWY 4
QUINCY RGNL-BALDWIN FIELD (UIN)

T When local altimeter setting not received, use Pittsfield altimeter setting and increase all MDA 80 feet. Increase S-4 Cat. C, D visibility $\frac{1}{4}$ mile. VDP NA when using Pittsfield altimeter setting.



MISSED APPROACH: Climbing right turn to 2800 direct UIN VORTAC and hold.

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	1240-1½	480 (500-½)	1240-¾ 480 (500-¾)	1240-1 480 (500-1)
CIRCLING	1240-1	471 (500-1)	1240-1½ 471 (500-1½)	1320-2 551 (600-2)

QUINCY, ILLINOIS
Amdt 12 10154

39° 57'N-91° 12'W

QUINCY RGNL-BALDWIN FIELD (UIN)
VOR RWY 4

QUINCY RGNL-BALDWIN FLD (UIN) 10 E UTC-6(-5DT) N39°56.57' W91°11.68'

KANSAS CITY

769 B S4 FUEL 100LL, JET A TPA-1769(1000) Class II, ARFF Index A NOTAM FILE UIN H-5D, L-27B

RWY 04-22: H7098X150 (ASPH-CONC-GRVD) S-60, D-75, 2S-95, 2D-150 HIRL IAP

RWY 04: MALSR. Road.

RWY 22: REIL. VASI(V4L)-GA 3.0° TCH 43'.

RWY 18-36: H5877X150 (ASPH-CONC) S-45, D-55,

2D-150 MIRL

RWY 18: REIL.

RWY 36: Thld dsplcd 477'. Road.

RWY 13-31: H5397X150 (ASPH-GRVD) S-75, D-95, 2S-121,

2D-150 MIRL

RWY 13: VASI(V4L)-GA 3.0° TCH 31'. Road.

RWY 31: PAPI(P4R)-GA 3.0° TCH 40'. Pole

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 13: TORA-5396 TODA-5396 ASDA-5123 LDA-5123

RWY 18: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

RWY 22: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 31: TORA-5396 TODA-5396 ASDA-5146 LDA-5146

RWY 36: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

AIRPORT REMARKS: Attended 1100-0400Z†. For attendant after hrs call 217-885-3353 or 217-224-3755. Migratory waterfowl on and in/ovf arpt. Fld conditions are not monitored between the hours of 0400-1030Z†. 48 hrs PPR for unscheduled air carrier ops involving acft with more than 30 passenger seats. Call arpt manager 217-885-3285 or 217-885-3262 during business hrs. Rwy 18-36 spalling with cracks throughout rwy. N 479' of Rwy 18-36 conc. NE 1300' of Rwy 04-22 conc. HIRL Rwy 04-22 preset low ints; to increase ints and ACTIVATE MIRL Rwy 13-31 and Rwy 18-36, MALSR Rwy 04, VASI Rwy 13 and PAPI Rwy 31-CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (217) 885-3319. HIWAS 113.6 UIN.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 113.6T (ST LOUIS RADIO)

RCO 122.5 (ST LOUIS RADIO)

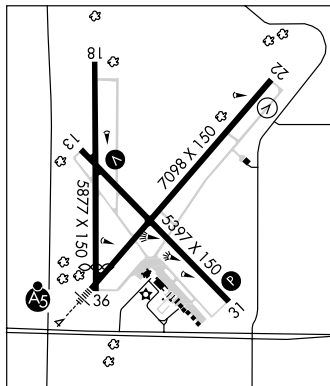
KANSAS CITY CENTER APP/DEP CON 135.525

AIRSPACE: CLASS E svc operational by NOTAM other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

(H) VORTAC 113.6 UIN Chan 83 N39°50.87' W91°16.74' 029° 6.9 NM to fld. 715/5E. HIWAS.

NDB (MHW/LOM) 293 UI N39°53.21' W91°15.22' 037° 4.3 NM to fld. Unmonitored.

ILS 110.1 I-UIN Rwy 04. Class IE. LOM QUINCY NDB. ILS unmonitored.

**RAINBOW HELIPORT** (See PEORIA)**RANTOUL NATIONAL AVIATION CENTER-FRANK ELLIOTT FLD** (TIP) O N UTC-6(-5DT)

CHICAGO

H-5E, L-27C

N40°17.61' W88°08.54'

737 B S4 FUEL 100LL, JET A NOTAM FILE TIP

RWY 09-27: H5000X75 (ASPH) MIRL

RWY 09: PAPI(P4L)-GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 27: REIL. PAPI(P4L)-GA 3.0° TCH 40'.

RWY 18-36: H4895X75 (ASPH) MIRL

RWY 18: Tree. RWY 36: Tree. Rgt tfc.

AIRPORT REMARKS: Attended continuously. For fuel after hrs call 217-892-2121. Parachute Jumping. PAPI Rwy 09 and Rwy 27 opr continuously. MIRL Rwy 09-27 and Rwy 18-36 preset on low ints, to increase ints ACTIVATE-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (217) 892-4999.**COMMUNICATIONS:** CTAF/UNICOM 123.0

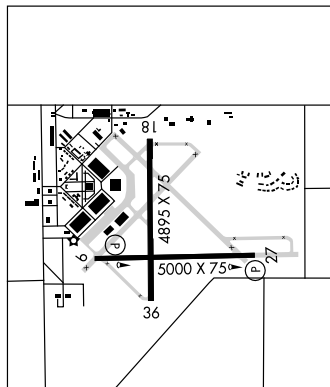
® CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z)†

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z)†

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 019° 16.7 NM to fld. 745/3E.

**ROBERTS** N40°34.90' W88°09.86' NOTAM FILE STL.

CHICAGO

(L) VOR/DME 116.8 RBS Chan 115 166° 8.1 NM to Paxton. 780/2E.

H-5E, L-27C

RCO 122.1R 116.8T (ST LOUIS RADIO)

RNAV (GPS) RWY 9

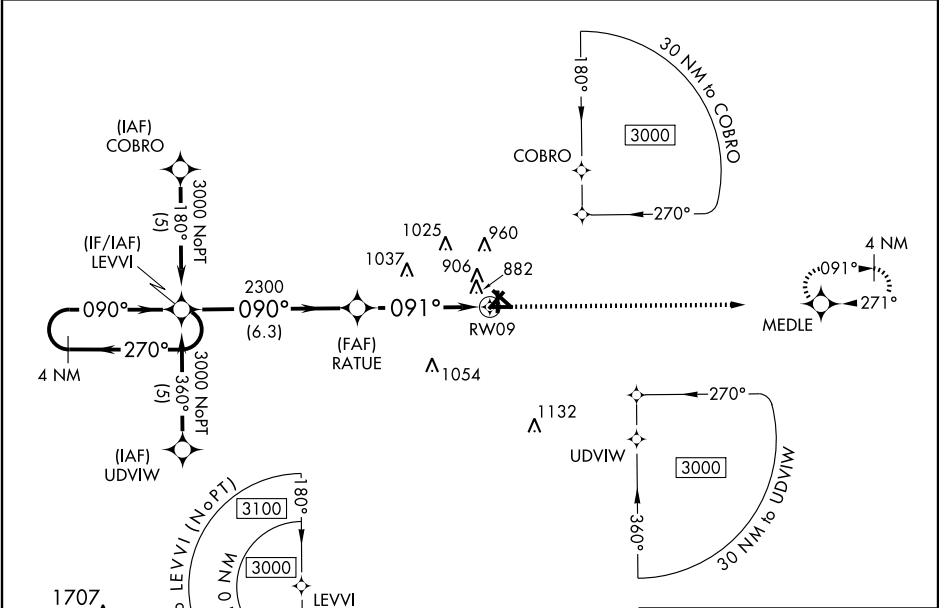
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

APP CRS	Rwy Idg	5000
091°	TDZE	736
	Apt Elev	737

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats and Circling visibility Cat C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct MEDLE and hold.

AWOS-3 119.025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern LEVVI				
3000 ← 270° → 090° → 090° → RATUE				
GS 3.00° TCH 40				
2300 → 091° → RW09				
6.3 NM 3.2 NM 0.2 1.3				
CATEGORY	A	B	C	D
LNAV/DA VNAV	1182-1½ 446 (500-1½)			
LNAV MDA	1260-1	524 (600-1)	1260-1½ 524 (600-1½)	1260-1¾ 524 (600-1¾)
CIRCLING	1260-1	523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

ELEV 737

3000 MEDLE

* LNAV only

1.5 NM to RW09

TDZE 736

81 27 36 4895 5000 X 75

091° to RW09

REIL Rwy 9 and 27

MIRL Rwy 9-27 and 18-36 0

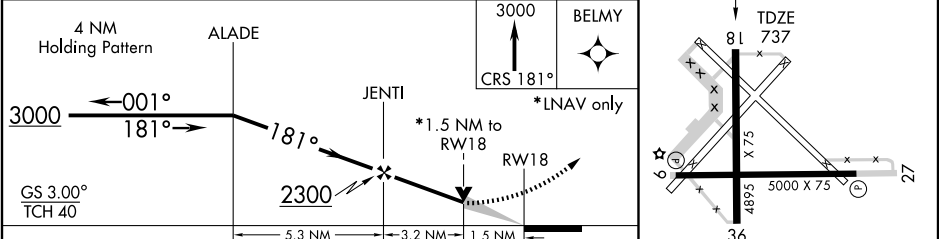
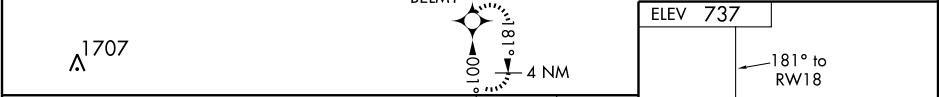
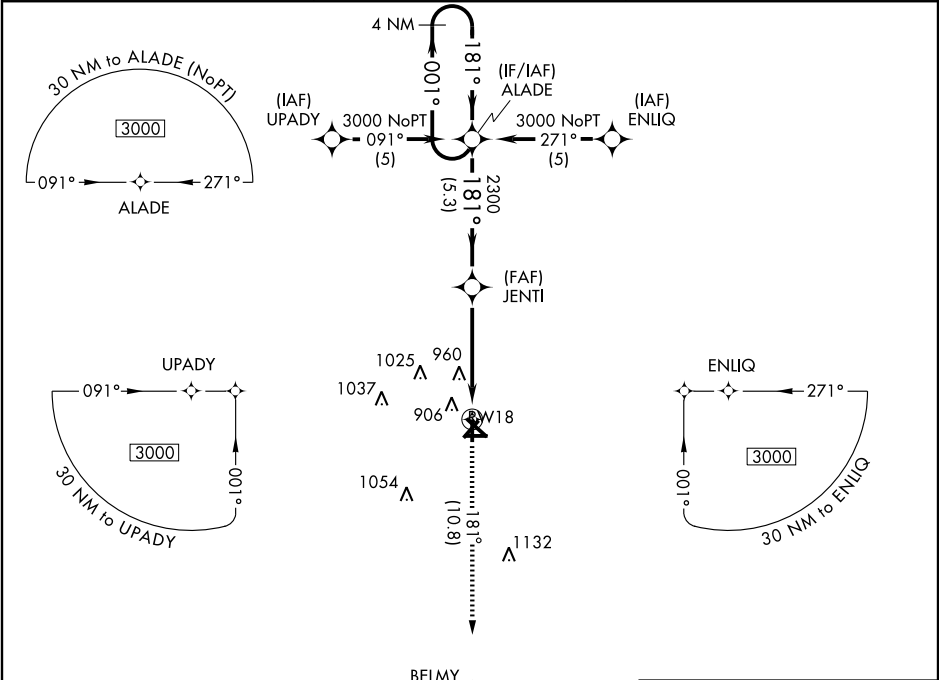
APP CRS	Rwy Idg	4895
181°	TDZE	737
	Apt Elev	737

RNAV (GPS) RWY 18

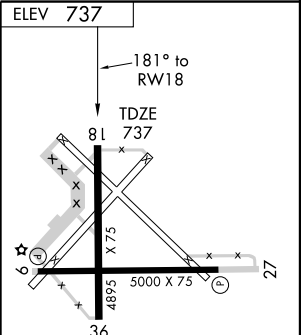
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F).	MISSED APPROACH: Climb to 3000 via 181° course to BELMY WP and hold.
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AWOS-3 119,025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
GLS PA DA				
LNNAV/ VNAV		1260-1¾ 523 (600-1¾)		
LNNAV MDA	1260-1 523 (600-1)	1260-1½ 523 (600-1½)	1260-1¾ 523 (600-1¾)	
CIRCLING	1260-1¾ 523 (600-1¾)	1320-1¾ 583 (600-1¾)	1320-2 583 (600-2)	



REIL Rwy 9 and 27	MIRL Rwy 9-27 and 18-36 ①
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RNAV (GPS) RWY 18

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

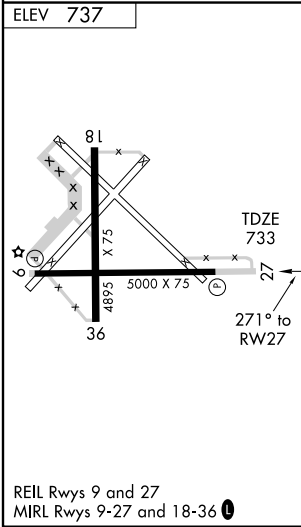
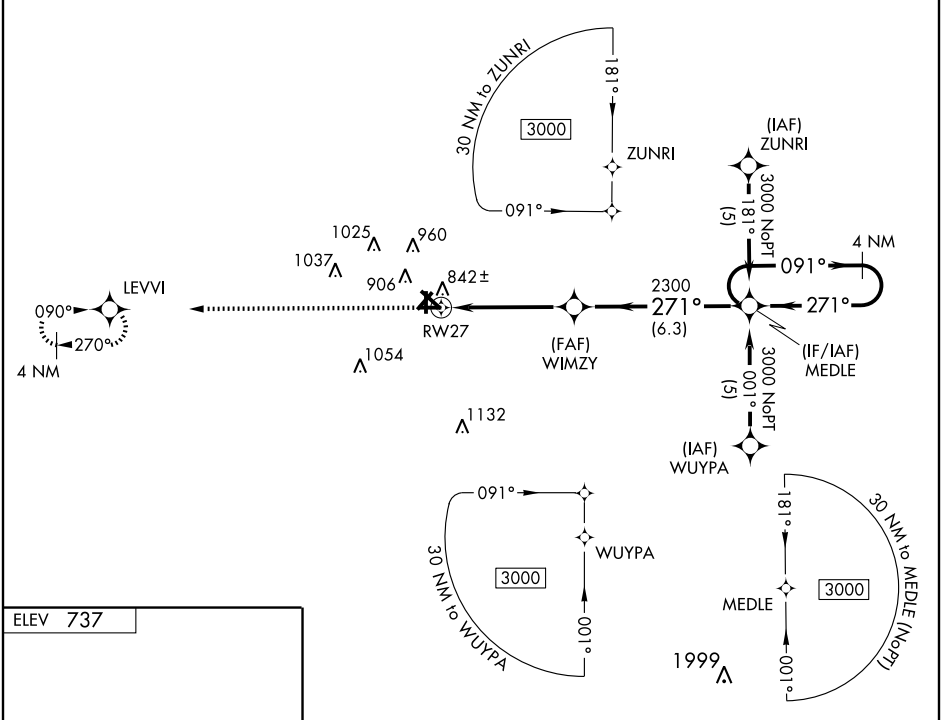
APP CRS 271°	Rwy Idg TDZE Apt Elev	5000 733 737
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RNAV (GPS) RWY 27
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase visibilities LNAV/VNAV ¼ mile all Cats, LNAV Cat D ¼ mile, and Circling Cat C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct LEVVI and hold.

AWOS-3 119.025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) 0
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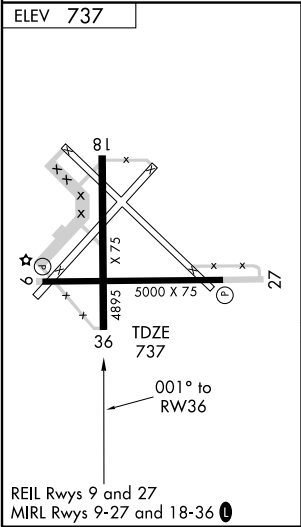
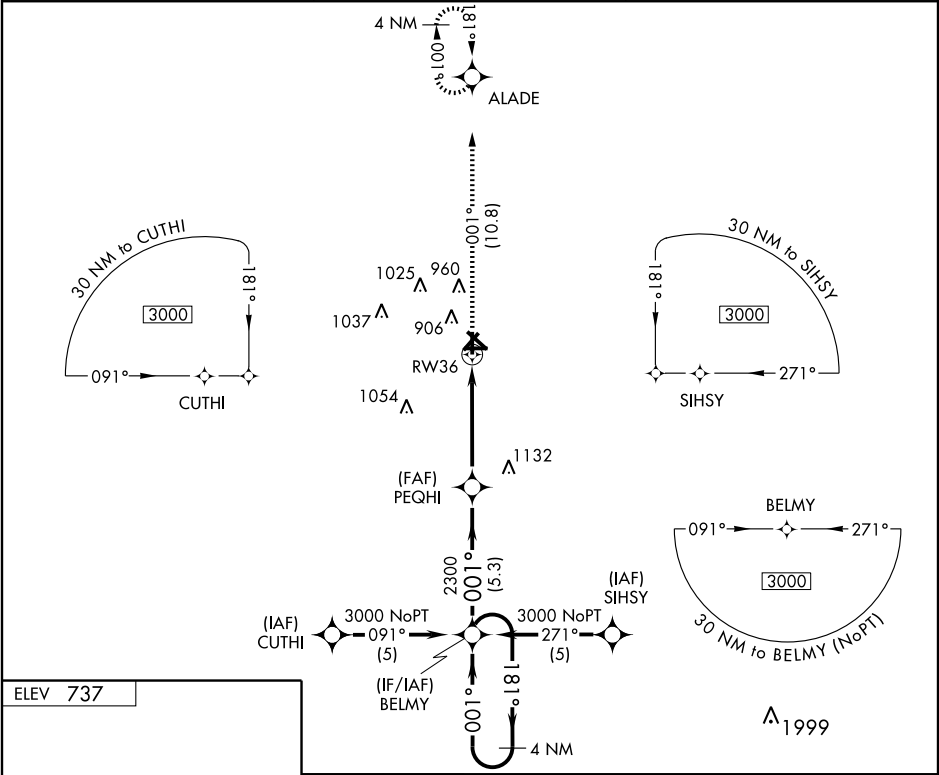
<div>3000 ↑</div>		<div>LEVVI ✦</div>		<div>MEDLE 4 NM Holding Pattern</div>					
* LNAV only		<div><div><div><div><div>WIMZY</div><div>271°</div></div><div><div>091° →</div><div>← 271°</div></div><div>3000</div></div><div><div><div><div>RW27</div><div>2300</div></div><div><div>1.1</div><div>0.4</div><div>3.3 NM</div><div>6.3 NM</div></div></div><div><div><div><div>*1.5 NM to RW27</div><div>GS 3.00°</div><div>TCH 40</div></div></div></div></div></div></div>							
CATEGORY		A		B		C		D	
LNAV/VNAV DA		1112-1¼ 379 (400-1¼)							
LNAV MDA		1240-1 507 (600-1)				1240-1½ 507 (600-1½)			
CIRCLING		1240-1 503 (600-1)		1260-1 523 (600-1)		1320-1½ 583 (600-1½)		1320-2 583 (600-2)	

APP CRS 001°	Rwy Idg 4895
TDZE 737	
Apt Elev 737	

RNAV (GPS) RWY 36
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

▼ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. ▲ NA Baro-VNAV NA below -16°C (3°F).	MISSED APPROACH: Climb to 3000 via 001° course to ALADE WP and hold.
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AWOS-3 119,025	CHAMPAIGN APP CON ★ 121,35 285,65	UNICOM 123.0 (CTAF) ①
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3000	ALADE	BELMY	4 NM Holding Pattern	181°→	←001°	3000
CRS 001°						
* LNAV only						
RW36	* 1.1 NM to RW36	PEQHI	001°	2300		GS 3.00° TCH 40
1.0	0.1	3.6 NM	5.3 NM			
CATEGORY	A	B	C	D		
GLS PA DA	NA					
LNAV/VNAV DA	1100-1¼ 363 (400-1¼)					
LNAV MDA	1120-1 383 (400-1)					1120-1¼ 383 (400-1¼)
CIRCLING	1220-1¼ 483 (500-1¼)	1260-1¼ 523 (600-1¼)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)		

MISSED APPROACH: Climbing right turn to 2500 via DNV R-268 to CHANU Int and hold.

AWOS-3

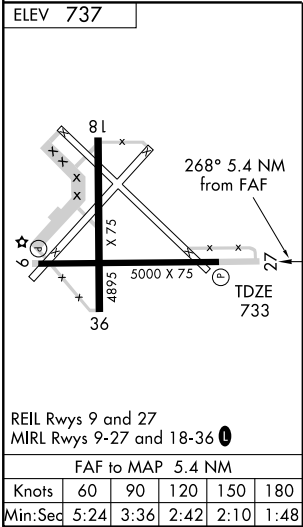
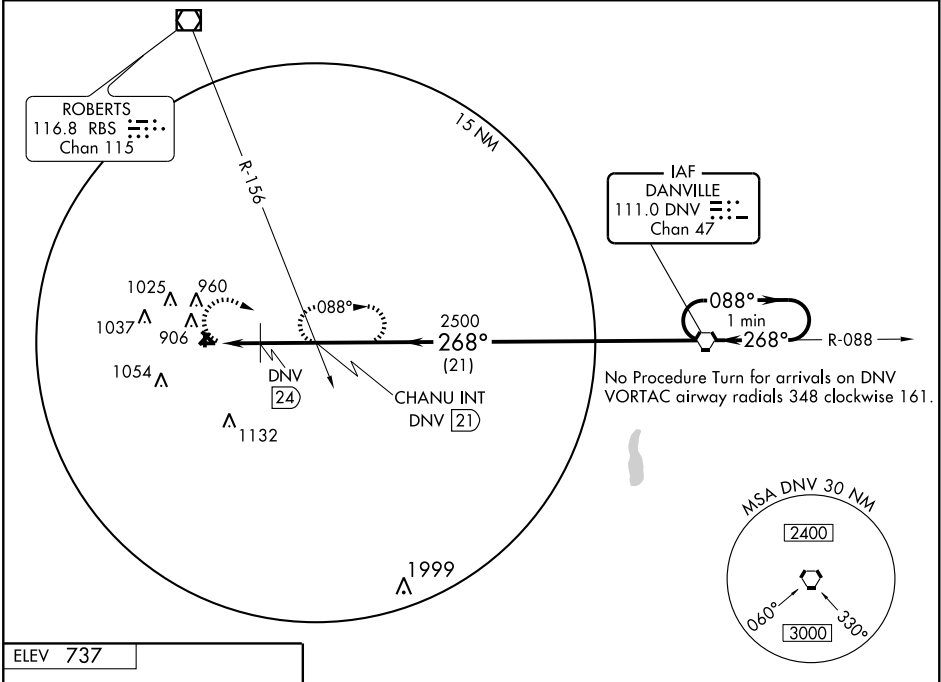
119.025



CHAMPAIGN APP CON ★

121.35 285.65

UNICOM

123.0 (CTAF) 0



2500 		DNV R-268 111.0	CHANU △	CHANU INT DNV 21	VORTAC	One Minute Holding Pattern
		DNV 26.4	DNV 24	2500	268°	088° ← 268°
2.4 NM		3 NM		21 NM		
CATEGORY						
S-27		1300-1 567 (600-1)			1300-1½ 567 (600-1½)	
CIRCLING		1300-1 563 (600-1)			1320-1½ 583 (600-1½)	
DME MINIMUMS						
S-27		1160-1 427 (500-1)			1160-1¼ 427 (500-1¼)	
CIRCLING		1220-1 483 (500-1)			1260-1 523 (600-1)	
					1320-1½ 583 (600-1½)	
					1320-2 583 (600-2)	

ROBINSON MUNI (RSV) 4 E UTC-6(-5DT) N39°00.96' W87°38.99'
 462 B S2 FUEL 100LL, JET A, MOGAS TPA-1262(800) NOTAM FILE RSV
RWY 09-27: H5109X75 (ASPH) S-35, D-50, 2D-65 MIRL
RWY 09: REIL. PVASI(P5IL)-GA 3.0° TCH 27'. Tree.
RWY 27: REIL. PVASI(P5IL)-GA 3.0° TCH 25'. Tree.
RWY 17-35: H3399X75 (ASPH) S-5 MIRL
RWY 17: REIL. Tree. **RWY 35:** Tree.

AIRPORT REMARKS: Attended 1300-0000Z†. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 17-35, REIL Rws 09, 27 and 17 PVASI Rws 09 and 27-CTAF.

WEATHER DATA SOURCES: AWOS-3 120.5 (618) 586-2772.
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ HULMAN APP/DEP CON 119.25 (1100-0300Z‡)

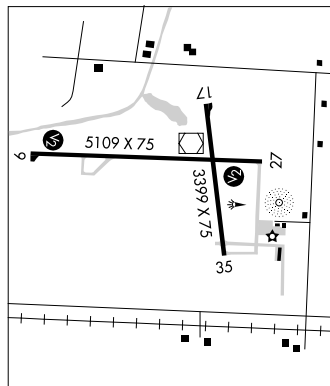
Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.

(T) VOR/DME 108.4 RSV Chan 21 N39°01.06'
 W87°38.93' at fld. 452/2E. VOR unmonitored
 0000-1300Z‡.

VOR portion unusable 320°-340°

PALESTINE NDB (MHW) 391 PLX N39°00.85' W87°38.50' at fld. NOTAM FILE RSV.



ST LOUIS
 H-5E, L-27D
 IAP

ROCHELLE MUNI AIRPORT-KORITZ FLD (RPJ) 2 S UTC-6(-5DT) N41°53.58' W89°04.70'
 781 B S4 FUEL 100LL, JET A TPA-1581(800) NOTAM FILE RPJ

RWY 07-25: H4226X75 (ASPH-PFC) S-15 MIRL

RWY 07: REIL. PAPI(P4L)-GA 3.0° TCH 20'.

RWY 25: REIL. PAPI(P4L)-GA 3.0° TCH 20'. Road.

AIRPORT REMARKS: Attended Nov-Apr Mon-Fri 1400-2300Z‡, May-Oct Mon-Fri 1400-0100Z‡, Sat-Sun 1500-2000Z‡. MIRL Rwy 07-25 preset on low ints SS-SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy 25, PAPI Rwy 07 and PAPI Rwy 25-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (815) 562-2955.

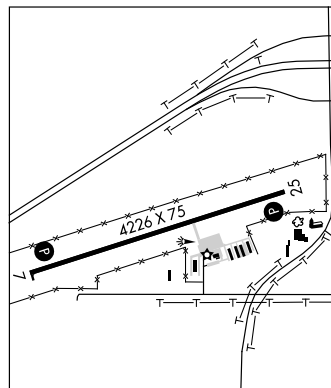
COMMUNICATIONS: CTAF/UNICOM 122.8

POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

ROCKFORD APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'
 W89°31.45' 099° 20.4 NM to fld. 840/3E. HIWAS.



CHICAGO
 L-28H
 IAP

ROCKFORD N42°13.53' W89°11.96' NOTAM FILE RFD.
 (L) VOR/DME 110.8 RFD Chan 45 111° 4.9 NM to Chicago/Rockford Intl. 868/1E.
 RCO 122.1R 110.8T (KANKAKEE RADIO) RCO 122.65 (KANKAKEE RADIO)

CHICAGO
 L-28H

ROCKFORD

COTTONWOOD (1C8) 2 NW UTC-6(-5DT) N42°17.50' W89°08.17'

CHICAGO

741 TPA-See remarks. NOTAM FILE IKK

RWY 18-36: 2540X260 (TURF) LIRL (NSTD)


RWY 18: Rgt tfc. **RWY 36:** Thld dsplcd 400'. Tree.

AIRPORT REMARKS: Unattended. Rwy 18-36 NSTD LIRL S 2250' lgt; variable ints and non-frangible mounts. TPA 1541(800) TPA for ultralights 1041(300). Rwy 36 dsplcd thld marked with white barrels and lgts.

COMMUNICATIONS: CTAF/UNICOM 122.8

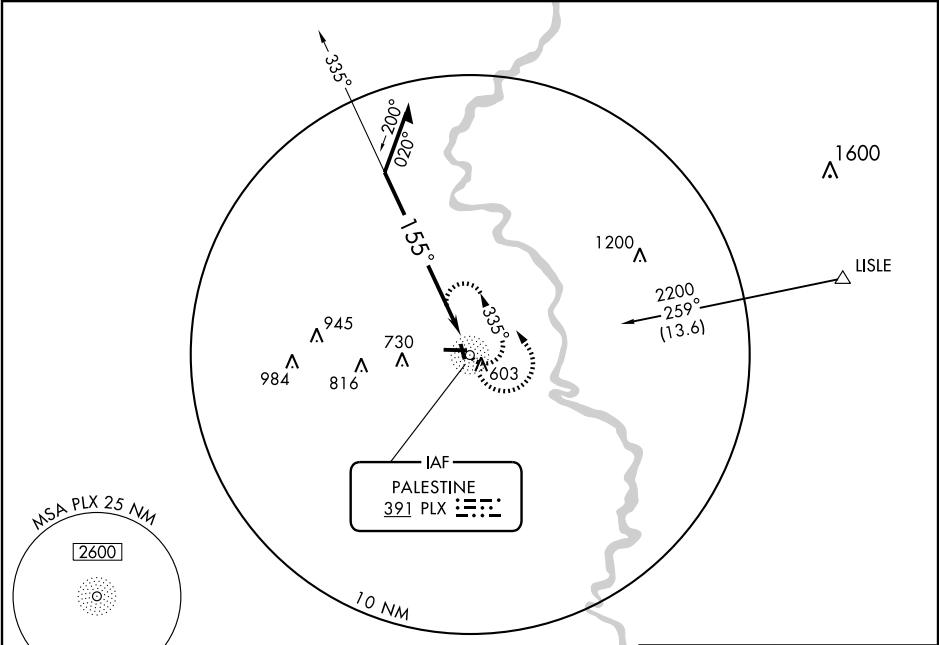
NDB PLX	APP CRS	Rwy Idg	3399
391	155°	TDZE	454
		Apt Elev	462

NDB RWY 17
ROBINSON MUNI (RSV)

 Obtain local altimeter setting on CTAF, when not available use Terre Haute altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 in PLX NDB holding pattern.

AWOS-3 120.50	HULMAN APP CON ★ 119.25 339.8	UNICOM 123.0 (CTAF) 0
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Remain within 10 NM

NDB

2200

335°

155°

2200

PLX

391

ELEV 462

155° to PLX NDB

TDZE 454

5109 X 75

3399 X 75

35

CATEGORY	A	B	C	D
S-17	1040-1	586 (600-1)	1040-1½ 586 (600-1½)	1040-1¾ 586 (600-1¾)
CIRCLING	1040-1	578 (600-1)	1040-1½ 578 (600-1½)	1040-2 578 (600-2)
TERRE HAUTE ALTIMETER SETTING MINIMUMS				
S-17	1180-1	726 (800-1)	1180-2 726 (800-2)	1180-2¼ 726 (800-2¼)
CIRCLING	1180-1	718 (800-1)	1180-2 718 (800-2)	1180-2¼ 718 (800-2¼)

REIL Rwy 9, 17 and 27
MIRL Rwy 9-27 and 17-35 0

Knots	60	90	120	150	180
Min:Sec					

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 49109 W09A	APP CRS 092°	Rwy Idg TDZE 462 Apt Elev 462	5109
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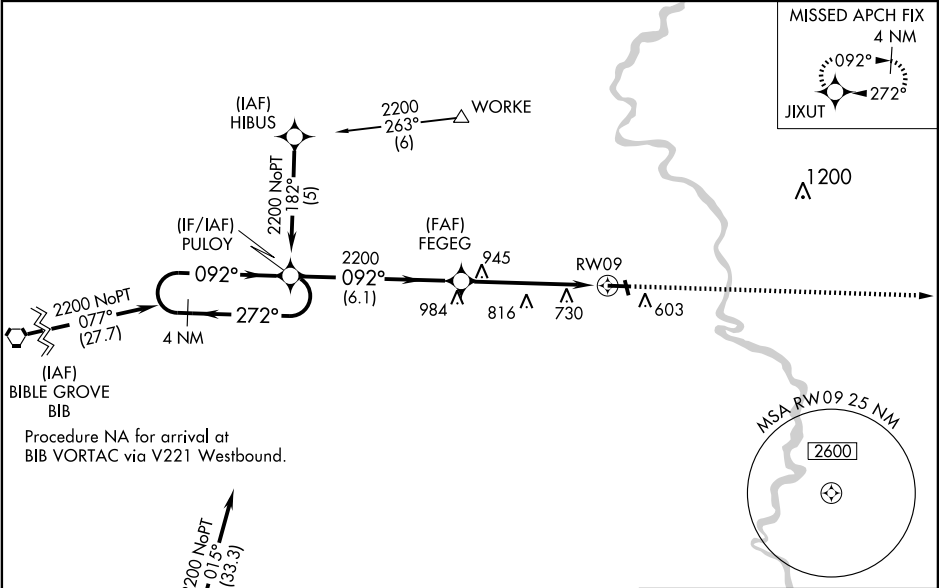
RNAV (GPS) RWY 09

ROBINSON MUNI (RSV)

When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats., LNAV Cat. C and D ½ mile, Circling Cat. C and D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Terre Haute Intl-Hulman Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2200 direct JIXUT and hold.

AWOS-3 120.50	HULMAN APP CON ★ 119.25 339.8	UNICOM 123.0 (CTAF) 0
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ELEV 462

4 NM Holding Pattern PULOY

2200 ← 272° 092° → 2200

GS 3.00° TCH 40

VGSI and RNAV glidepath not coincident.

2200

2200

NACIT 2.8 NM to RW09

*LNNAV Only.

*1400

RW09

092° to RW09

5109 X 75

TDZE 462

3399 X 75

35

CATEGORY	A	B	C	D
LPV DA	805-1¼ 343 (400-1¼)			
LNAV/VNAV DA	1103-2¼ 641 (700-2¼)			
LNAV MDA	1040-1 578 (600-1)	1040-1½ 578 (600-1½)	1040-1¾ 578 (600-1¾)	
CIRCLING	1040-1 578 (600-1)	1080-1¾ 618 (700-1¾)	1080-2 618 (700-2)	

REIL Rwy 17, 9 and 27
MIRL Rwy 9-27 and 17-35 0

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69509 W27A	APP CRS 272°	Rwy Idg 5109 TDZE 455 Apt Elev 462
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RNAV (GPS) RWY 27

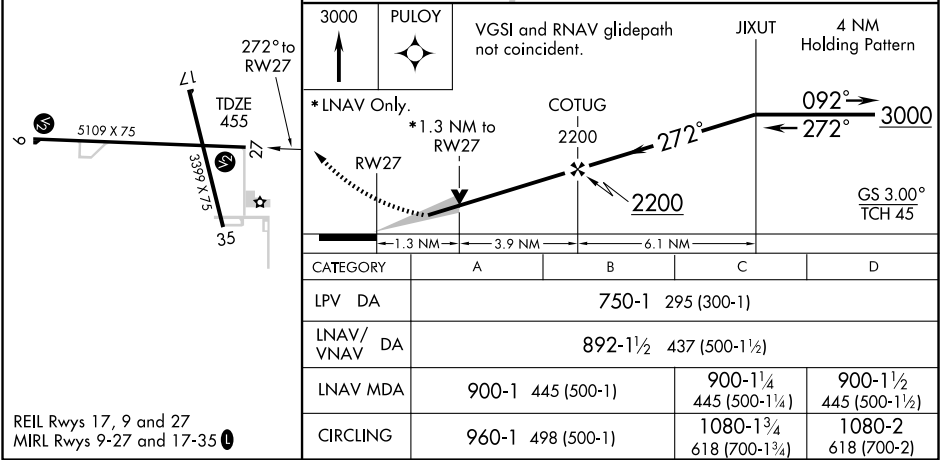
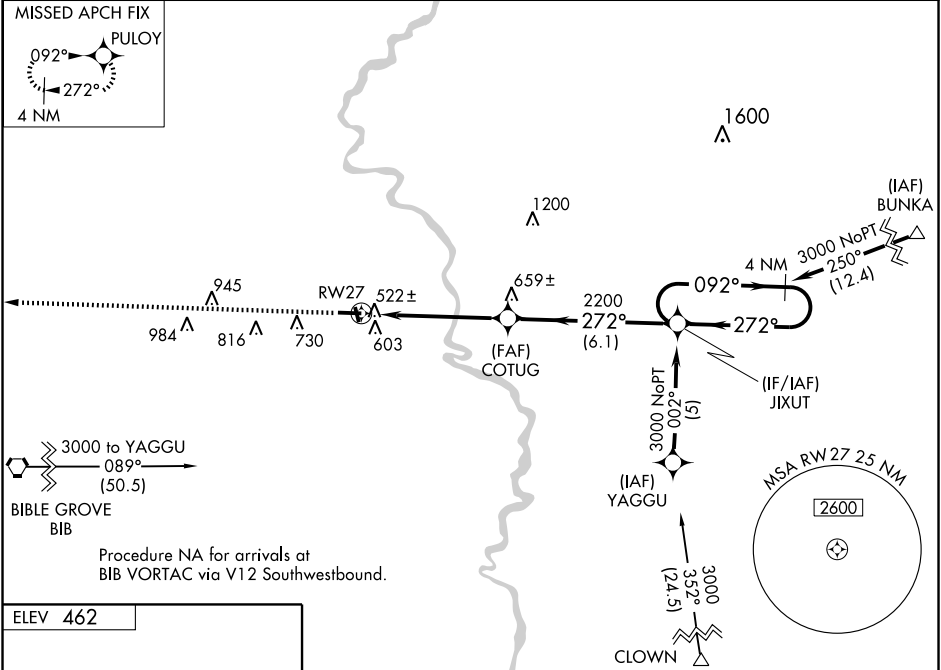
ROBINSON MUNI (RSV)

⚠ **NA**

When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter and increase all DA 88 feet, all MDA 100 feet and all LPV, LNAV/VNAV visibility ¼ mile, LNAV Cat. C, D and Circling Cat. C, D visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct PULLOY and hold.

AWOS-3 120.50	HULMAN APP CON ★ 119.25 339.8	UNICOM 123.0 (CTAF) 0
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EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RSV	APP CRS	Rwy Idg	3399
108.4	170°	TDZE	454
Chan 21		Apt Elev	462

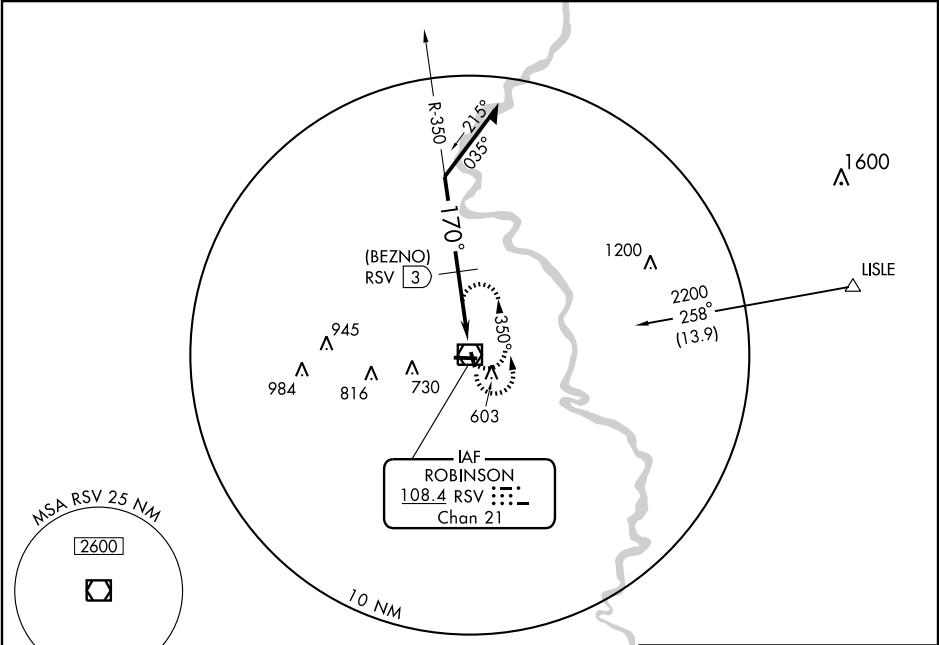
VOR or GPS RWY 17
ROBINSON MUNI (RSV)

NA

Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2200 in RSV VOR/DME holding pattern.

AWOS-3 120.50	HULMAN APP CON ★ 119.25 339.8	UNICOM 123.0 (CTAF) 0
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Remain within 10 NM

VOR/DME

350°

2200

170°

1000*

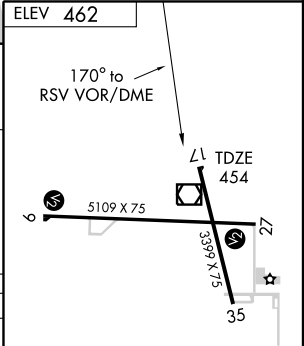
(BEZNO) RSV 3

3 NM

*1120 when using Terre Haute altimeter setting.

2200 RSV

108.4



CATEGORY	A	B	C	D
S-17	1000-1	546 (600-1)	1000-1½ 546 (600-1½)	1000-1¾ 546 (600-1¾)
CIRCLING	1000-1	538 (600-1)	1040-1½ 578 (600-1½)	1040-2 578 (600-2)
DME MINIMUMS				
S-17	860-1	406 (400-1)	860-1¼	406 (400-1¼)
CIRCLING	940-1	478 (500-1)	1040-1½ 578 (600-1½)	1040-2 578 (600-2)

REIL Rwy 17, 9 and 27 MIRL Rwy 9-27 and 17-35 0					
Knots	60	90	120	150	180
Min:Sec					

VOR/DME RSV 108.4 Chgn 21	APP CRS 273°	Rwy Idg 5109 TDZE 455 Apt Elev 462
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VOR or GPS RWY 27
ROBINSON MUNI (RSV)



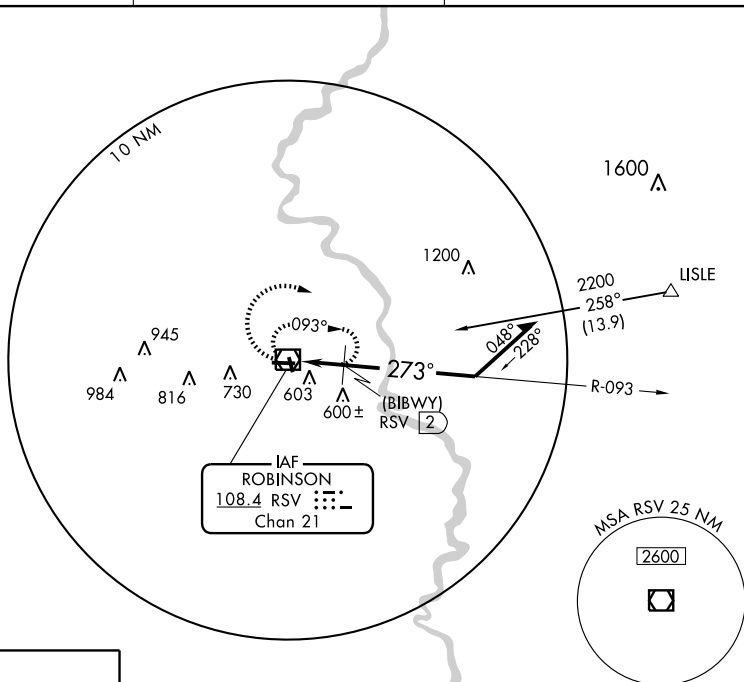
Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 2200 in RSV VOR/DME holding pattern.

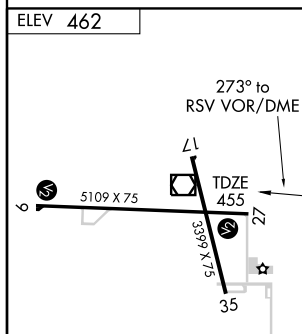
AWOS-3
120.50

HULMAN APP CON ★
119.25 339.8

UNICOM
123.0 (CTAF) **L**



EC-3, 21 OCT 2010 to 18 NOV 2010

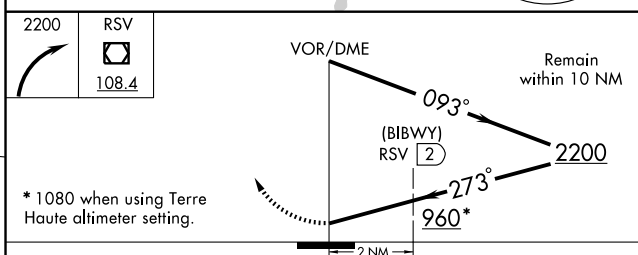


REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 **L**

Knots	60	90	120	150	180
Min:Sec					

ROBINSON, ILLINOIS

Amdt 4 08269



CATEGORY	A	B	C	D
S-27	960-1 505 (500-1)		960-1½ 505 (500-1½)	
CIRCLING	960-1 498 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)
DME MINIMUMS				
S-27	860-1 405 (400-1)		860-1¼ 405 (400-1¼)	
CIRCLING	940-1 478 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)

39°01'N - 87°39'W

ROBINSON MUNI (RSV)
VOR or GPS RWY 27

ROBINSON MUNI (RSV) 4 E UTC-6(-5DT) N39°00.96' W87°38.99'
 462 B S2 FUEL 100LL, JET A, MOGAS TPA-1262(800) NOTAM FILE RSV
RWY 09-27: H5109X75 (ASPH) S-35, D-50, 2D-65 MIRL
RWY 09: REIL. PVASI(P5IL)-GA 3.0° TCH 27'. Tree.
RWY 27: REIL. PVASI(P5IL)-GA 3.0° TCH 25'. Tree.
RWY 17-35: H3399X75 (ASPH) S-5 MIRL
RWY 17: REIL. Tree. **RWY 35:** Tree.

AIRPORT REMARKS: Attended 1300-0000Z†. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 17-35, REIL

Rwys 09, 27 and 17 PVASI Rwys 09 and 27-CTAF.

WEATHER DATA SOURCES: AWOS-3 120.5 (618) 586-2772.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ HULMAN APP/DEP CON 119.25 (1100-0300Z‡)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.

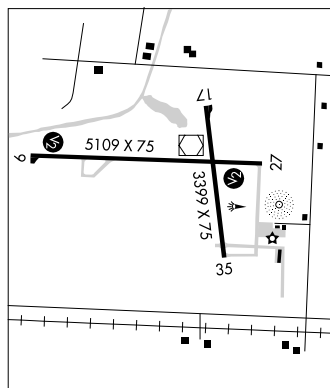
(T) VOR/DME 108.4 RSV Chan 21 N39°01.06'

W87°38.93' at fld. 452/2E. VOR unmonitored

0000-1300Z‡.

VOR portion unusable 320°-340°

PALESTINE NDB (MHW) 391 PLX N39°00.85' W87°38.50' at fld. NOTAM FILE RSV.



ROCHELLE MUNI AIRPORT-KORITZ FLD (RPJ) 2 S UTC-6(-5DT) N41°53.58' W89°04.70' **CHICAGO**
 781 B S4 FUEL 100LL, JET A TPA-1581(800) NOTAM FILE RPJ **L-28H**
RWY 07-25: H4226X75 (ASPH-PFC) S-15 MIRL **IAP**

RWY 07: REIL. PAPI(P4L)-GA 3.0° TCH 20'.

RWY 25: REIL. PAPI(P4L)-GA 3.0° TCH 20'. Road.

AIRPORT REMARKS: Attended Nov-Apr Mon-Fri 1400-2300Z‡, May-Oct Mon-Fri 1400-0100Z‡, Sat-Sun 1500-2000Z‡. MIRL Rwy 07-25 preset on low ints SS-SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy 25, PAPI Rwy 07 and PAPI Rwy 25-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (815) 562-2955.

COMMUNICATIONS: CTAF/UNICOM 122.8

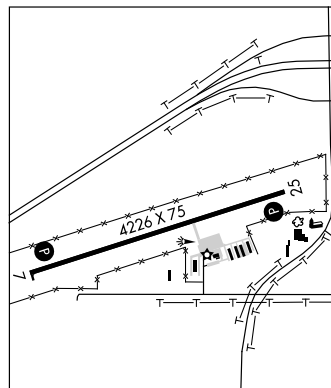
POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

ROCKFORD APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 099° 20.4 NM to fld. 840/3E. HIWAS.



ROCKFORD N42°13.53' W89°11.96' NOTAM FILE RFD. **CHICAGO**
 (L) VOR/DME 110.8 RFD Chan 45 111° 4.9 NM to Chicago/Rockford Intl. 868/1E. **L-28H**
 RCO 122.1R 110.8T (KANKAKEE RADIO) RCO 122.65 (KANKAKEE RADIO)

ROCKFORD

COTTONWOOD (1C8) 2 NW UTC-6(-5DT) N42°17.50' W89°08.17' **CHICAGO**

741 TPA-See remarks. NOTAM FILE IKK

RWY 18-36: 2540X260 (TURF) LIRL (NSTD)

RWY 18: Rgt tfc. **RWY 36:** Thld dspcd 400'. Tree.

AIRPORT REMARKS: Unattended. Rwy 18-36 NSTD LIRL S 2250' lgt; variable ints and non-frangible mounts. TPA 1541(800) TPA for ultralights 1041(300). Rwy 36 dspcd thld marked with white barrels and lgts.

COMMUNICATIONS: CTAF/UNICOM 122.8

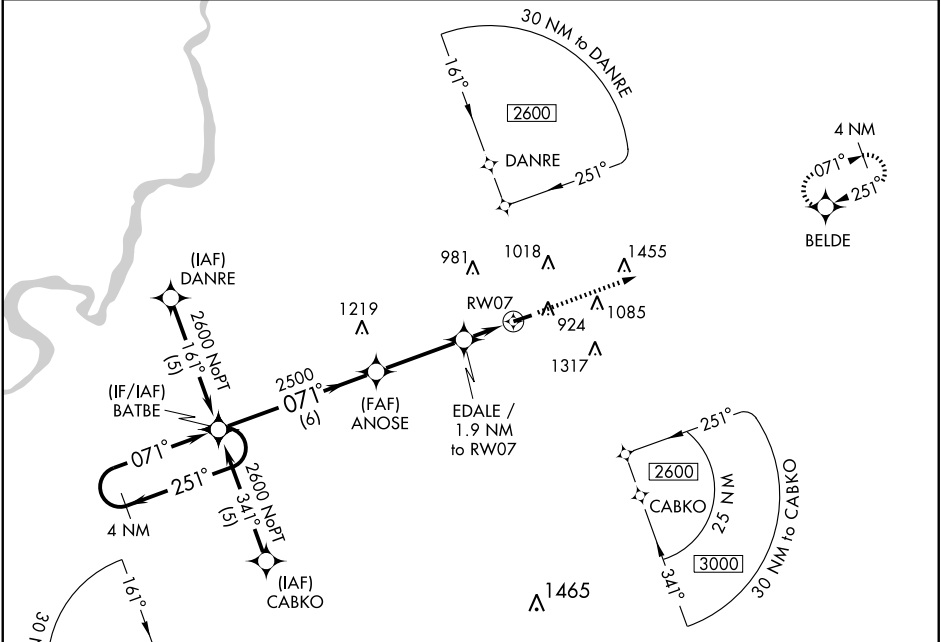
▼

NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2600
direct BELDE WP and hold.

AWOS-3 119.675	ROCKFORD APP CON 126.0 327.0	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

BATBE

ANOSE

EDAL / 1.9 NM to RW07

1 NM to RW07

RW07

2600

2500

1420

1400-2

6 NM

3.3 NM

0.9

1 NM

CATEGORY	A	B	C	D
LNVA MDA	1140-1	364 (400-1)	1140-1¼ 364 (400-1¼)	1400-2 619 (700-2)
CIRCLING	1280-1	499 (500-1)	1340-1½ 559 (600-1½)	1400-2 619 (700-2)

ELEV 781

BELDE

TDZE 776

4226 X 75

071° to RW07

Λ 889 ±

REIL Rwy 7 and 25 0

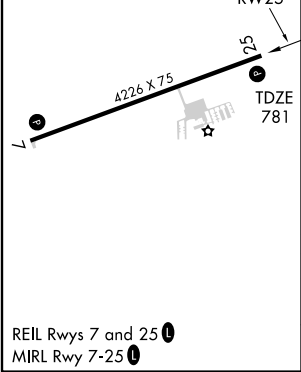
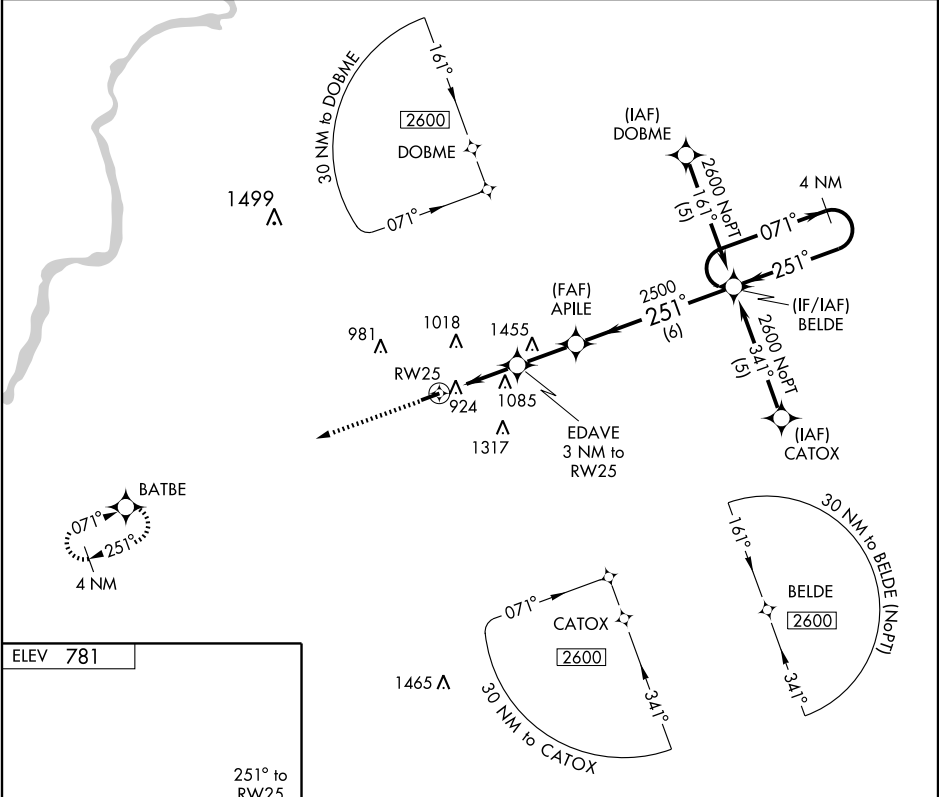
MIRL Rwy 7-25 0

APP CRS	Rwy Idg	4226
251°	TDZE	781
	Apt Elev	781

RNAV (GPS) RWY 25
ROCHELLE MUNI AIRPORT-KORITZ FIELD (R.P.J)

V NA	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct BATBE and hold.
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AWOS-3 119.675	ROCKFORD APP CON 126.0 327.0	UNICOM 122.8 (CTAF) 0
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2600	BATBE	EDAVE 3 NM to RW25	APILE	BELDE	4 NM Holding Pattern
		1.9 NM to RW25	3.05° TCH 40	251°	071°
		1780	2500	2600	VGSI and descent angles not coincident.
		1.9 NM	1.1	2.2 NM	6 NM
CATEGORY	A	B	C	D	
LNAV MDA	1400-1	619 (700-1)	1400-1¾ 619 (700-1¾)	1400-2 619 (700-2)	
CIRCLING	1400-1	619 (700-1)	1400-1¾ 619 (700-1¾)	1400-2 619 (700-2)	

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

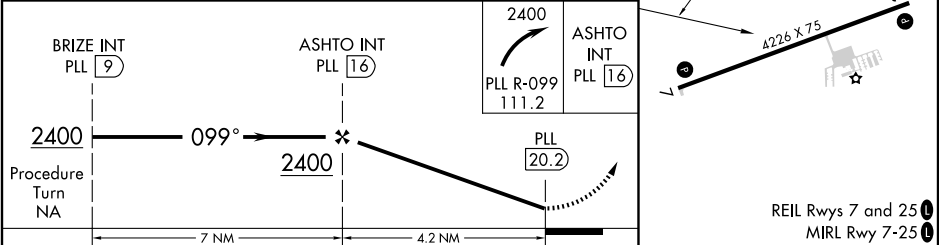
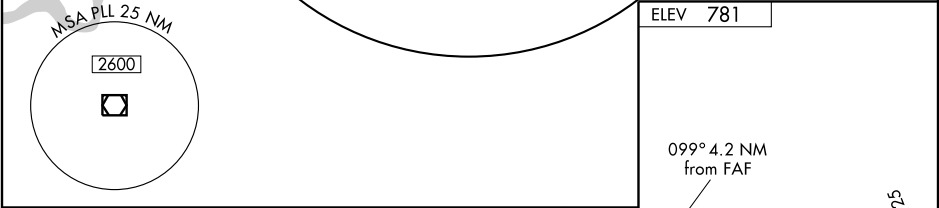
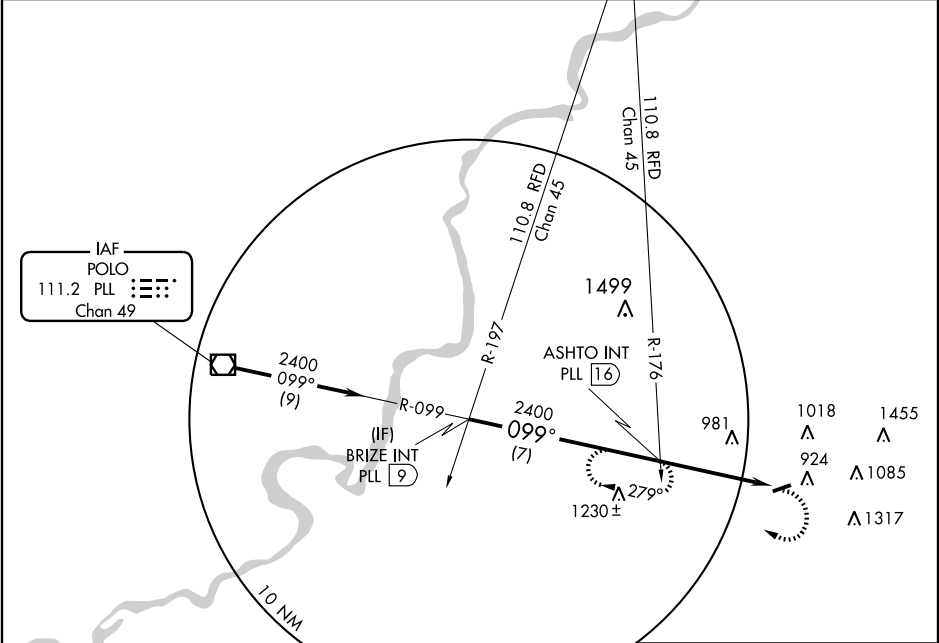
VOR/DME PLL	APP CRS	Rwy Idg TDZE	N/A
111.2	099°	Apt Elev	N/A
Chan 49			781

VOR-A

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

<div><div>▼</div><div>▲ NA</div></div>	MISSED APPROACH: Climbing right turn to 2400 via PLL VOR/DME R-099 to ASHTO INT/16 DME and hold.
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AWOS-3 119.675	ROCKFORD APP CON 126.0 327.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 4.2 NM					
CIRCLING	1300-1	1300-1¼	1340-1½	1400-2	Knots	60	90	120	150	180
	519 (600-1)	519 (600-1¼)	559 (600-1½)	619 (700-2)	Min:Sec	4:12	2:48	2:06	1:41	1:24

RUSHVILLE

SCHUY–RUSH (5K4) 1 W UTC–6(–5DT) N40°07.05' W90°35.42'
665 TPA—1465(800) NOTAM FILE STL
RWY 09–27: 3565X100 (TURF) LIRL (NSTD)
RWY 09: Thld dsplcd 305'. Road. RWY 27: Thld dsplcd 463'. Tree.
AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09–27—CTAF. Rwy 09–27 NSTD LIRL due to spacing. Rwy 09 first 305' unlgtd, Rwy 27 first 313' unlgtd. Rwy 09–27 dsplcd thld marked with white gravel both ends of rwy.
COMMUNICATIONS: CTAF/UNICOM 123.0

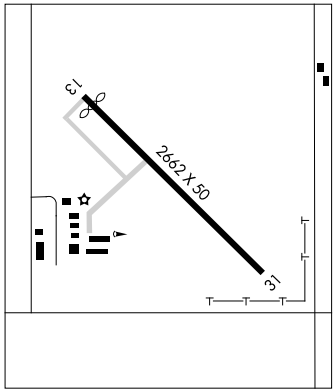
CHICAGO

SACKMAN FLD (See COLUMBIA)

ST JACOB

ST LOUIS METRO–EAST/SHAHER FLD (3K6) 2 N UTC–6(–5DT) N38°43.97' W89°48.39'
477 B S2 FUEL 100LL TPA—1277(800) NOTAM FILE STL
RWY 13–31: H2662X50 (ASPH) MIRL 0.3% up NW
RWY 13: Thld dsplcd 127'. Road. RWY 31: Pole.
AIRPORT REMARKS: Attended continuously. For noise abatement procedures ctc arpt manager 618–644–5411. MIRL Rwy 13–31 preset on low ints; to increase ints ACTIVATE—CTAF. Military helicopter ops prior permission only.
COMMUNICATIONS: CTAF/UNICOM 122.8
® SAINT LOUIS APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 090° 5.3 NM to fld. 570/4E.

ST LOUIS
L–27C, A
IAP



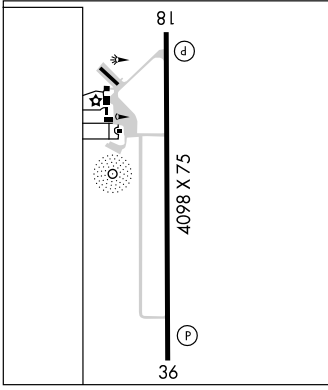
ST LOUIS DOWNTOWN (See CAHOKIA–ST LOUIS)

ST LOUIS METRO–EAST/SHAHER FLD (See ST JACOB)

ST LOUIS RGNL (See ALTON/ST LOUIS)

SALEM–LECKRONE (SLO) 2 NW UTC–6(–5DT) N38°38.57' W88°57.85'
573 B S4 FUEL 100LL NOTAM FILE SLO
RWY 18–36: H4098X75 (ASPH) S–12 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Trees.
RWY 36: PAPI(P4R)—GA 3.0° TCH 20'. Tree.
AIRPORT REMARKS: Attended continuously. 100LL is self-serve with credit card. MIRL Rwy 18–36 preset low ints; to increase ints and ACTIVATE REIL Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (618) 548–0469.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20' W89°09.54' 030° 16.2 NM to fld.
546/4E. HIWAS.
NDB (MHW) 400 SLO N38°38.64' W88°58.04' at fld. NOTAM FILE SLO.

ST LOUIS
L–27C
IAP



SALEM, ILLINOIS

AL-5364 (FAA)

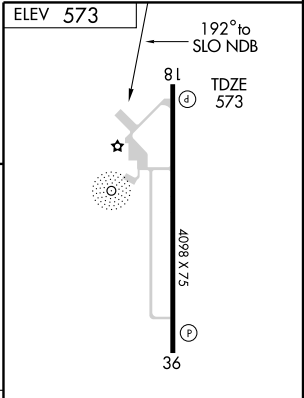
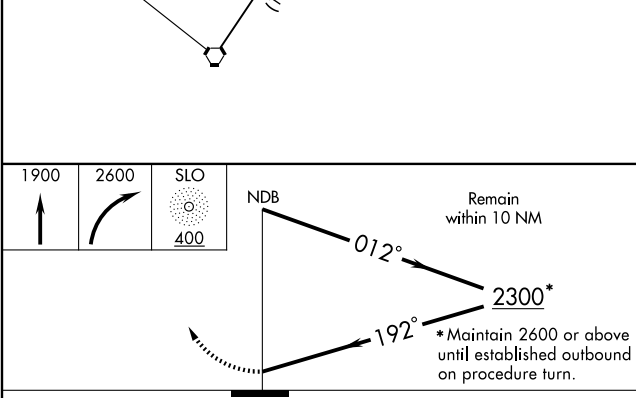
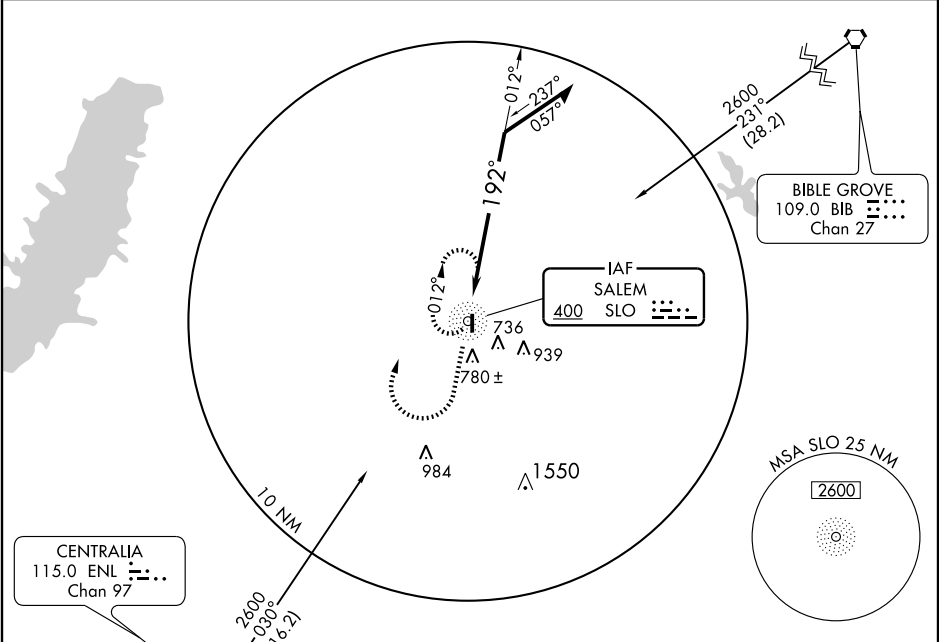
NDB SLO	APP CRS	Rwy Idg	4098
400	192°	TDZE	573
		Apt Elev	573

NDB RWY 18
SALEM-LECKRONE (SLO)

NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 2600 to SLO NDB and hold.

AWOS-3 118.525	KANSAS CITY CENTER 127.7 317.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)
CIRCLING	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)

REIL Rwy 18 0					
MIRL Rwy 18-36 0					
Knots	60	90	120	150	180
Min:Sec					

SALEM, ILLINOIS
Amdt 10B 05356

38° 39'N - 88° 58'W

SALEM-LECKRONE (SLO)
NDB RWY 18

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

AL-5364 (FAA)

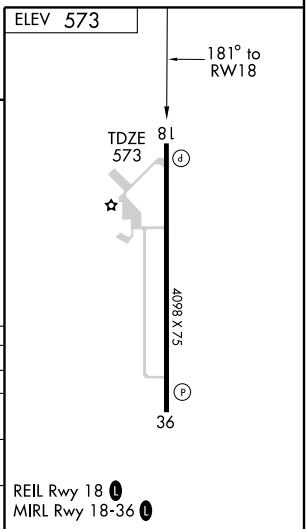
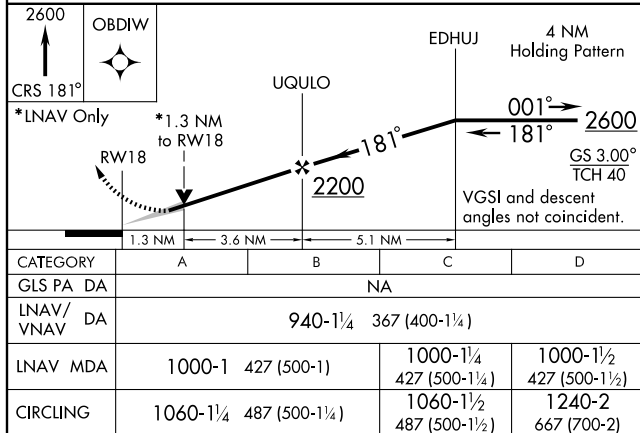
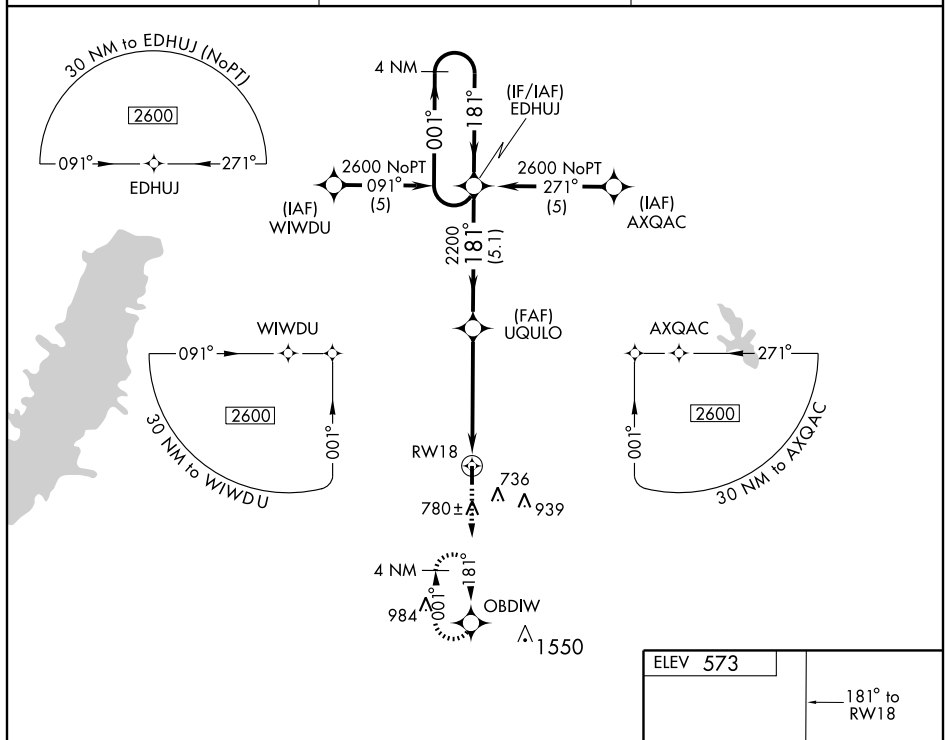
RNAV (GPS) RWY 18
SALEM-LECKRONE (STO)

Baro-VNAV NA below -16°C (3°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 181° course to OBDIW WP and hold.

KANSAS CITY CENTER
127.7 317.7

UNICOM
122.8 (CTAF) **L**



SALEM, ILLINOIS
Orig-A 07074

38° 39'N - 88° 58'W

SALEM-LECKRONE (SLO)
RNAV (GPS) RWY 18

EC-3, 21 OCT 2010 to 18 NOV 2010

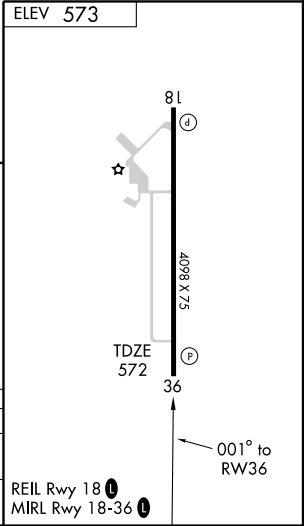
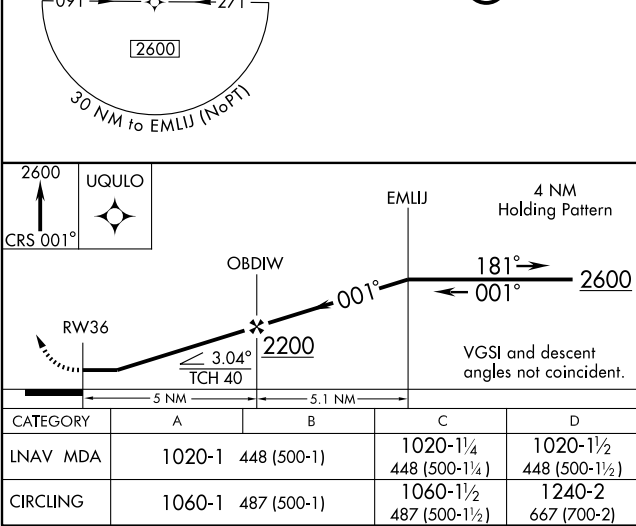
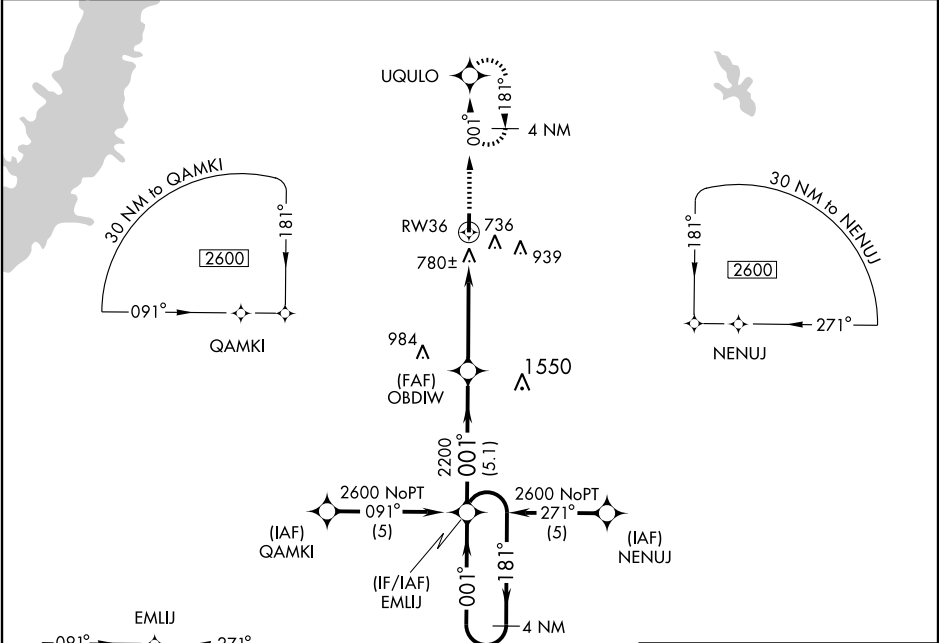
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS 001°	Rwy Idg TDZE Apt Elev	4098 572 573
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RNAV (GPS) RWY 36
SALEM-LECKRONE (SLO)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 via 001° course to UQULO WP and hold.
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AWOS-3 118.525	KANSAS CITY CENTER 127.7 317.7	UNICOM 122.8 (CTAF) 0
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SAMSVILLE N38°29.11' W88°05.15' NOTAM FILE STL.
(L) VOR/DME 116.6 SAM Chan 113 340° 14.8 NM to Olney-Noble. 540/3E.
RCO 122.1R 116.6T (ST LOUIS RADIO)

ST LOUIS
L-27C

SAVANNA

TRI-TOWNSHIP (SFY) 3 SE UTC-6(-5DT) N42°02.75' W90°06.48'

CHICAGO
L-286
IAP

616 B FUEL 100LL, MOGAS NOTAM FILE SFY

RWY 13-31: H4001X75 (ASPH) S-14, D-23 MIRL

RWY 13: Tree. RWY 31: Tower.

AIRPORT REMARKS: Unattended. Fuel available 24 hrs with credit card.
Wild geese on and invof arpt. MIRL Rwy 13-31 preset on low ints;
to increase ints and ACTIVATE twy lgts—CTAF. Irrigation sprinkler
system opr seasonally under AER 31.

WEATHER DATA SOURCES: AWOS-3 118.65 (815) 273-4429.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z‡)

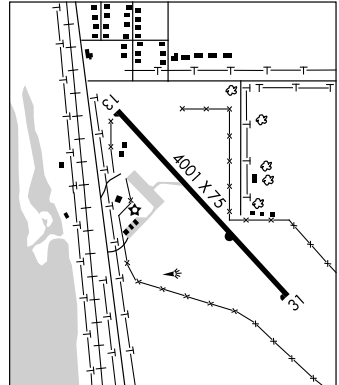
CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 278° 26.6 NM to fld. 840/3E. HIWAS.

COMM/NAV/WEATHER REMARKS: AWOS temporarily unreliable.



SCHAUMBURG MUNI HELISTOP (See CHICAGO/SCHAUMBURG)

SCHAUMBURG RGNL (See CHICAGO/SCHAUMBURG)

SCHUY-RUSH (See RUSHVILLE)

SCOTT AFB/MIDAMERICA (See BELLEVILLE)

SHELBY CO (See SHELBYVILLE)

SHELBYVILLE N39°24.40' W88°50.62' NOTAM FILE STL.
NDB (MHW) 365 SYZ at Shelby Co. Unmonitored.

ST LOUIS
L-27C

SHELBYVILLE

SHELBY CO (2H0) 3 W UTC-6(-5DT) N39°24.63' W88°50.73'

ST LOUIS
L-27C
IAP

618 B S4 FUEL 100LL TPA-1418(800) NOTAM FILE STL

RWY 18-36: H4099X75 (ASPH-PFC) S-4 MIRL

RWY 18: Road. RWY 36: PVASI(P SIL)—GA 3.0° TCH 25'. Road.

RWY 14-32: 3264X200 (TURF)

RWY 14: Tree. RWY 32: Thld dsplcd 522'. Road.

RWY 04-22: 2585X200 (TURF)

RWY 04: Thld dsplcd 484'. Road. RWY 22: Tree.

AIRPORT REMARKS: Attended 1400Z‡-dusk. Compromised sight
clearance between Rwy 04 and Rwy 32 ends. Rwy 36 PVASI OTS
indef. Rwy 04 and Rwy 32 dsplcd thlds marked with white gravel 2'
wide. Twy guidance at ngt utilize blue reflectors. Boundaries for
Rwy 04-22 and Rwy 14-32 are marked with white painted lines
spaced at 400' intervals.

COMMUNICATIONS: CTAF/UNICOM 122.8

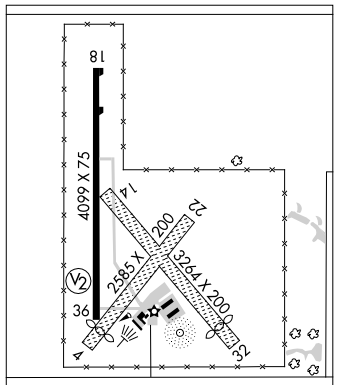
KANSAS CITY CENTER APP/DEP CON 124.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DEC.

ADDERS (H) VORTAC 117.2 AXC Chan 119 N39°44.25'

W88°51.38' 176° 19.6 NM to fld. 700/3E. HIWAS.

SHELBYVILLE NDB (MHW) 365 SYZ N39°24.40' W88°50.62' at
fld. Unmonitored. NOTAM FILE STL.

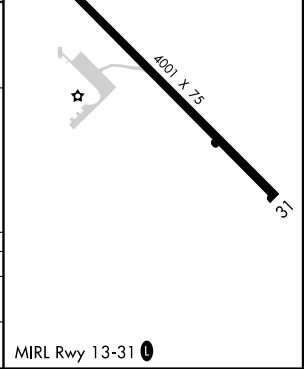
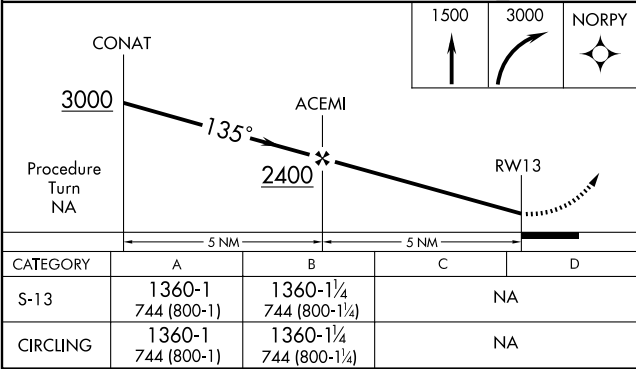
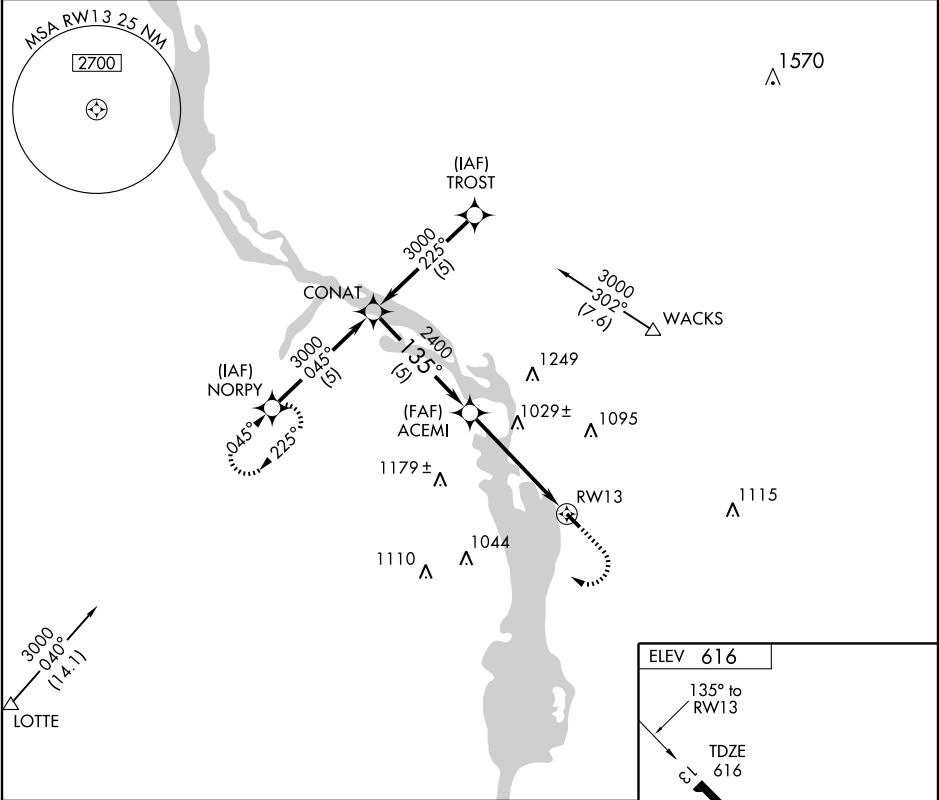


APP CRS	Rwy Idg	4001
135°	TDZE	616
	Apt Elev	616

GPS RWY 13
SAVANNA/ TRI-TOWNSHIP (SF'Y)

▲ NA	Use Sterling Rockfalls altimeter setting.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct NORPY WP and hold.
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AWOS-3 118.650	QUAD CITY APP CON★ 125.95 257.8	UNICOM 122.7 (CTAF) 0
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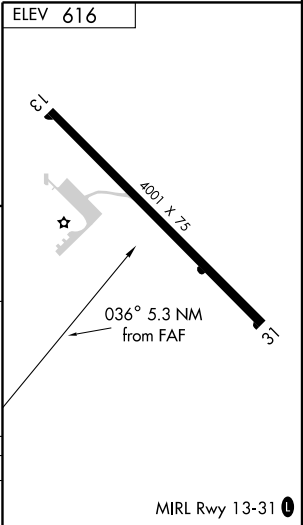
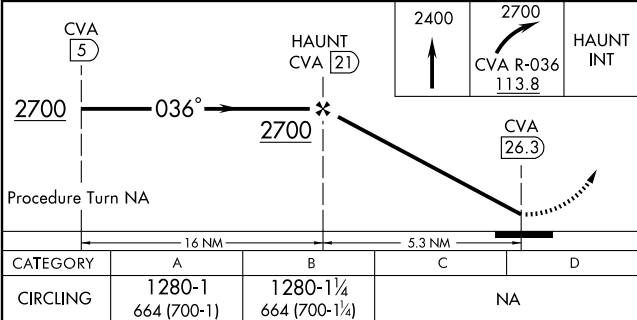
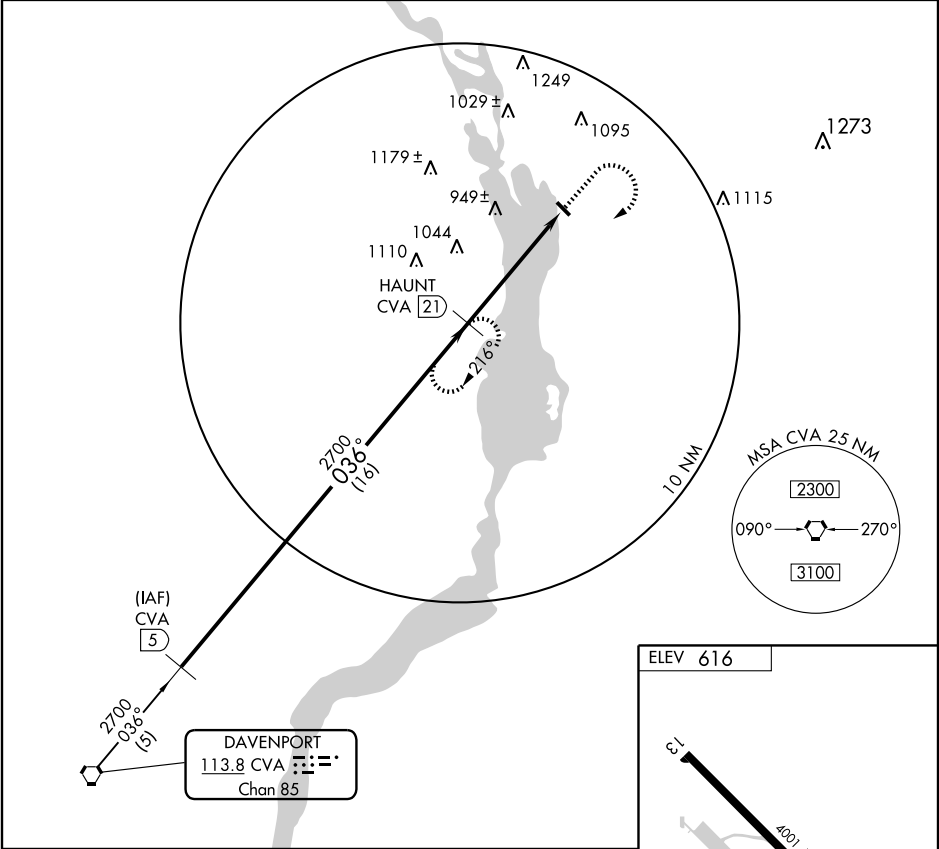
SAVANNA, ILLINOIS

AL-9152 (FAA)

VORTAC CVA	APP CRS	Rwy Idg	N/A
113.8	036°	TDZE	N/A
Chan 85		Apt Elev	616

VOR/DME-A
SAVANNA/ TRI-TOWNSHIP (SF'Y)

▲ NA Use Sterling Rockfalls altimeter setting.		MISSED APPROACH: Climb to 2400 then climbing right turn to 2700 via CVA VORTAC R-036 to HAUNT and hold.
AWOS-3 118.650	QUAD CITY APP CON★ 125.95 257.8	UNICOM 122.7 (CTAF) 0



SAVANNA, ILLINOIS
Orig 10098

42°03'N-90°06'W

SAVANNA/ TRI-TOWNSHIP (SF'Y)
VOR/DME-A

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

SAMSVILLE N38°29.11' W88°05.15' NOTAM FILE STL.
 (L) VOR/DME 116.6 SAM Chan 113 340° 14.8 NM to Olney-Noble. 540/3E.
 RCO 122.1R 116.6T (ST LOUIS RADIO)

ST LOUIS
 L-27C

SAVANNA

TRI-TOWNSHIP (SFY) 3 SE UTC-6(-5DT) N42°02.75' W90°06.48'

CHICAGO
 L-286
 IAP

616 B FUEL 100LL, MOGAS NOTAM FILE SFY

RWY 13-31: H4001X75 (ASPH) S-14, D-23 MIRL

RWY 13: Tree. RWY 31: Tower.

AIRPORT REMARKS: Unattended. Fuel available 24 hrs with credit card.
 Wild geese on and invof arpt. MIRL Rwy 13-31 preset on low ints;
 to increase ints and ACTIVATE twy lgts—CTAF. Irrigation sprinkler
 system opr seasonally under AER 31.

WEATHER DATA SOURCES: AWOS-3 118.65 (815) 273-4429.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z‡)

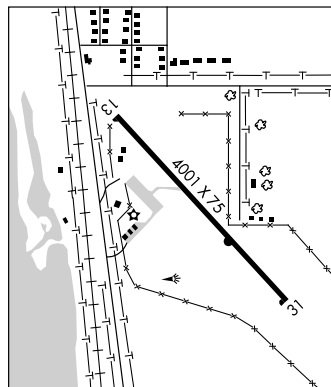
CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 278° 26.6 NM to fld. 840/3E. HIWAS.

COMM/NAV/WEATHER REMARKS: AWOS temporarily unreliable.



SCHAUMBURG MUNI HELISTOP (See CHICAGO/SCHAUMBURG)

SCHAUMBURG RGNL (See CHICAGO/SCHAUMBURG)

SCHUY-RUSH (See RUSHVILLE)

SCOTT AFB/MIDAMERICA (See BELLEVILLE)

SHELBY CO (See SHELBYVILLE)

SHELBYVILLE N39°24.40' W88°50.62' NOTAM FILE STL.
 NDB (MHW) 365 SYZ at Shelby Co. Unmonitored.

ST LOUIS
 L-27C

SHELBYVILLE

SHELBY CO (2H0) 3 W UTC-6(-5DT) N39°24.63' W88°50.73'

ST LOUIS
 L-27C
 IAP

618 B S4 FUEL 100LL TPA-1418(800) NOTAM FILE STL

RWY 18-36: H4099X75 (ASPH-PFC) S-4 MIRL

RWY 18: Road. RWY 36: PVASI(P SIL)—GA 3.0° TCH 25'. Road.

RWY 14-32: 3264X200 (TURF)

RWY 14: Tree. RWY 32: Thld dsplcd 522'. Road.

RWY 04-22: 2585X200 (TURF)

RWY 04: Thld dsplcd 484'. Road. RWY 22: Tree.

AIRPORT REMARKS: Attended 1400Z‡-dusk. Compromised sight
 clearance between Rwy 04 and Rwy 32 ends. Rwy 36 PVASI OTS
 indef. Rwy 04 and Rwy 32 dsplcd thlds marked with white gravel 2'
 wide. Twy guidance at ngt utilize blue reflectors. Boundaries for
 Rwy 04-22 and Rwy 14-32 are marked with white painted lines
 spaced at 400' intervals.

COMMUNICATIONS: CTAF/UNICOM 122.8

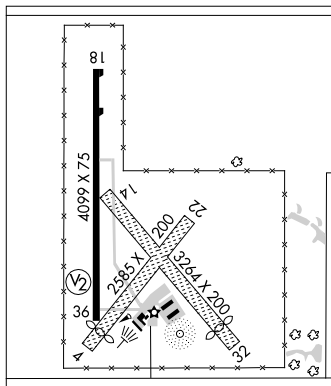
KANSAS CITY CENTER APP/DEP CON 124.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DEC.

ADDERS (H) VORTAC 117.2 AXC Chan 119 N39°44.25'

W88°51.38' 176° 19.6 NM to fld. 700/3E. HIWAS.

SHELBYVILLE NDB (MHW) 365 SYZ N39°24.40' W88°50.62' at
 fld. Unmonitored. NOTAM FILE STL.



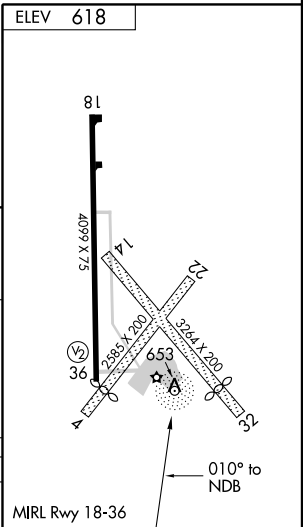
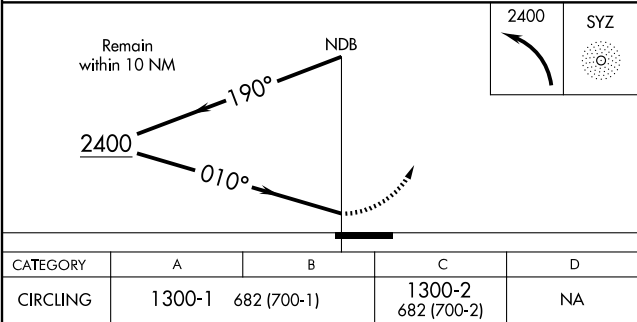
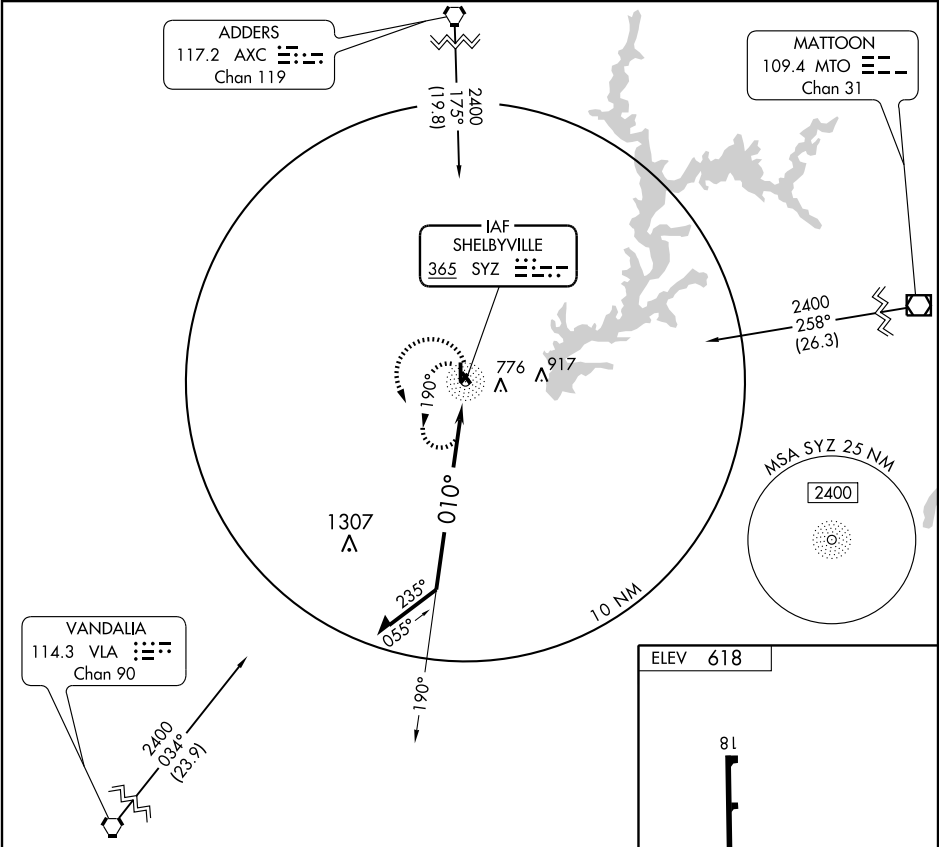
NDB SYZ	APP CRS	Rwy Idg	N/A
365	010°	TDZE	N/A
		Apt Elev	618

NDB-A

SHELBYVILLE/ SHELBY COUNTY (2H0)

<p>▼ Use Decatur altimeter setting, when not received use Mattoon/ Charleston altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climbing left turn to 2400 in SYZ NDB holding pattern.</p>
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<p>KANSAS CITY CENTER 124.3 335.6</p>	<p>UNICOM 122.8 (CTAF)</p>
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APP CRS	Rwy Idg	4099
002°	TDZE	618
	Apt Elev	618

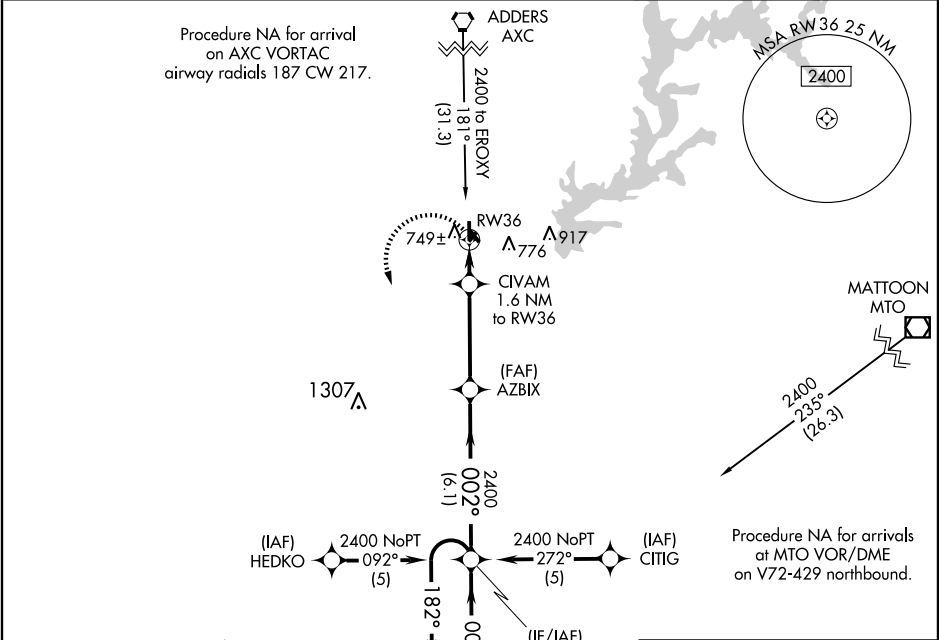
RNAV (GPS) RWY 36
SHELBYVILLE/SHELBY COUNTY (2H0)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Decatur altimeter setting, when not received use Mattoon/Charleston altimeter setting and increase all MDA 20 feet.

⚠ NA

MISSED APPROACH: Climbing left turn to 2400 direct EROXY and hold.

KANSAS CITY CENTER 124.3 335.6	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern

VGSI and descent angles not coincident.

2400 EROXY

AZBIX

3.04° CIVAM TCH 40 1.6 NM to RW36

1160

182°

002°

2400

6.1 NM

3.8 NM

1.6 NM

RW36

CATEGORY	A	B	C	D
LNAV MDA	1080-1	462 (500-1)	1080-1¼ 462 (500-1¼)	NA
CIRCLING	1200-1	582 (600-1)	1220-1¾ 602 (700-1¾)	NA

ELEV 618

81

4099 X 75

1A

22

324 X 200

653

36

TDZE 618

002° to RW36

MIRL Rwy 18-36

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

SKYDIVE CHICAGO (See OTTAWA)

SOUTHERN ILLINOIS (See CARBONDALE/MURPHYSBORO)

SPARTA COMMUNITY-HUNTER FLD (SAR) 2 N UTC-6(-5DT) N38°08.94' W89°41.93'

ST LOUIS
L-16H
IAP

538 B S4 FUEL 100LL, JET A NOTAM FILE SAR
RWY 18-36: H4002X75 (ASPH) S-5 MIRL 0.4% up N

RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 20'. Tree.
RWY 36: PAPI(P4L)—GA 3.0°TCH 20'. Tree.

RWY 09-27: 2616X105 (TURF) 0.5% up W
RWY 09: Building. RWY 27: Tree.

AIRPORT REMARKS: Attended 1400-0000Z+. Self svc fuel avbl 24 hrs with credit card. There is a 60' by 60' conc pad E of fueling area for helo parking. Migratory waterfowl NW of Rwy 18-36. Rwy 09 and 27 marked with white cones. MIRL Rwy 18-36 and wind indicator preset on low ints; to increase ints and ACTIVATE REIL Rwy 18 and Twy A—CTAF.

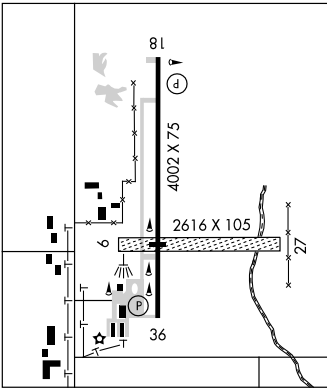
WEATHER DATA SOURCES: AWOS-3 118.375 (618) 443-3296.

COMMUNICATIONS: CTAF/UNICOM 123.075

® ST LOUIS APP/DEP CON 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20'
W89°09.54' 234° 30.2 NM to fld. 546/4E.
HIWAS.



SPINNER N39°50.38' W89°40.66' NOTAM FILE SPI.

ST LOUIS
H-5D, L-27C

(H) VORTACW 112.7 SPI Chan 74 at Abraham Lincoln Capital. 586/1W.

RCO 122.25 (ST LOUIS RADIO)

SPARTA, ILLINOIS

AL-5821 (FAA)

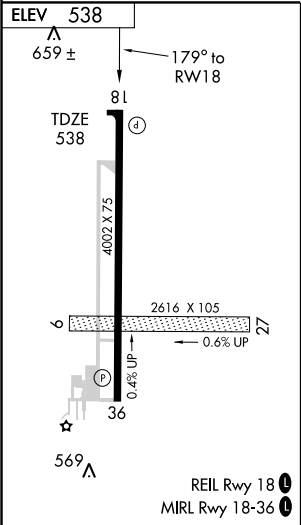
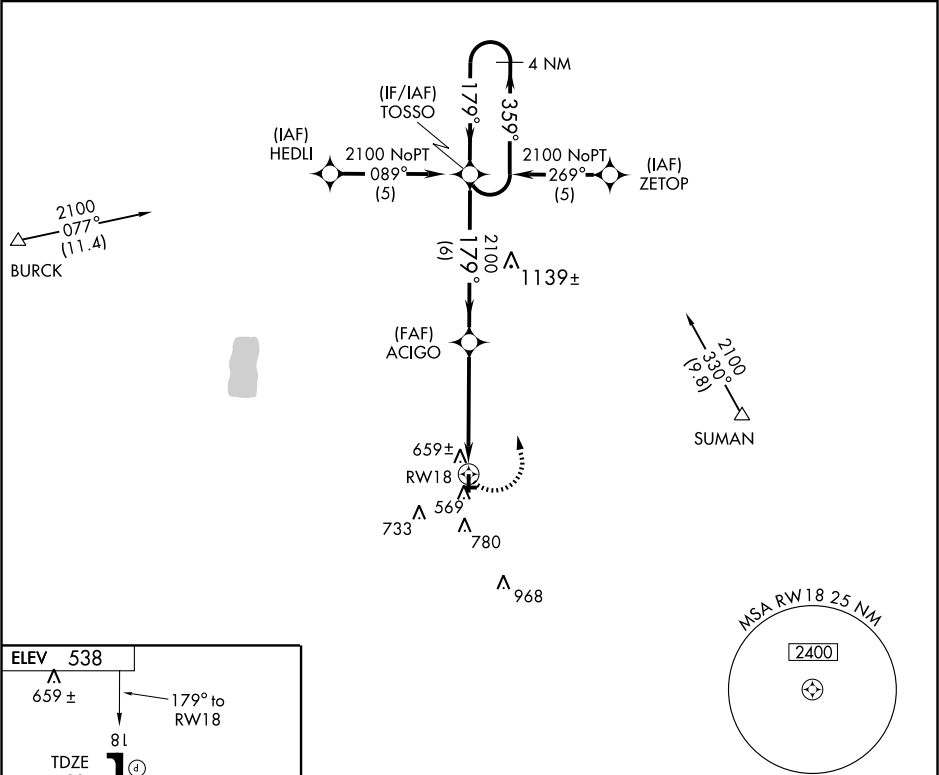
APP CRS	Rwy Idg	4001
179°	TDZE	538
	Apt Elev	538

RNAV (GPS) RWY 18

SPARTA COMMUNITY-HUNTER FIELD (S.A.R.)

<p>▼ If local altimeter not received, use Scott AFB/Midamerica altimeter setting and increase all MDAs 80 feet.</p> <p>▲ NA VDP NA with Scott AFB/Midamerica altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing left turn to 2100 direct TOSSO WP and hold.</p>
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AWOS-3 118.375	ST. LOUIS APP CON 125.2 281.5	UNICOM 123.075 (CTAF) 0
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2100	TOSSO	ACIGO	TOSSO	4 NM Holding Pattern
<p>1.2 NM to RW18</p> <p>3.04° TCH 40</p> <p>1.2 3.5 NM 6 NM</p>				
CATEGORY	A	B	C	D
LNAV MDA	940-1	402 (500-1)	940-1¼	402 (500-1¼)
CIRCLING	960-1	1100-1	1100-1½	1100-2
	422 (500-1)	562 (600-1)	562 (600-1½)	562 (600-2)

SPARTA, ILLINOIS
Orig 10042

SPARTA COMMUNITY-HUNTER FIELD (S.A.R.)
38°09'N - 89°42'W
RNAV (GPS) RWY 18

EC-3, 21 OCT 2010 to 18 NOV 2010

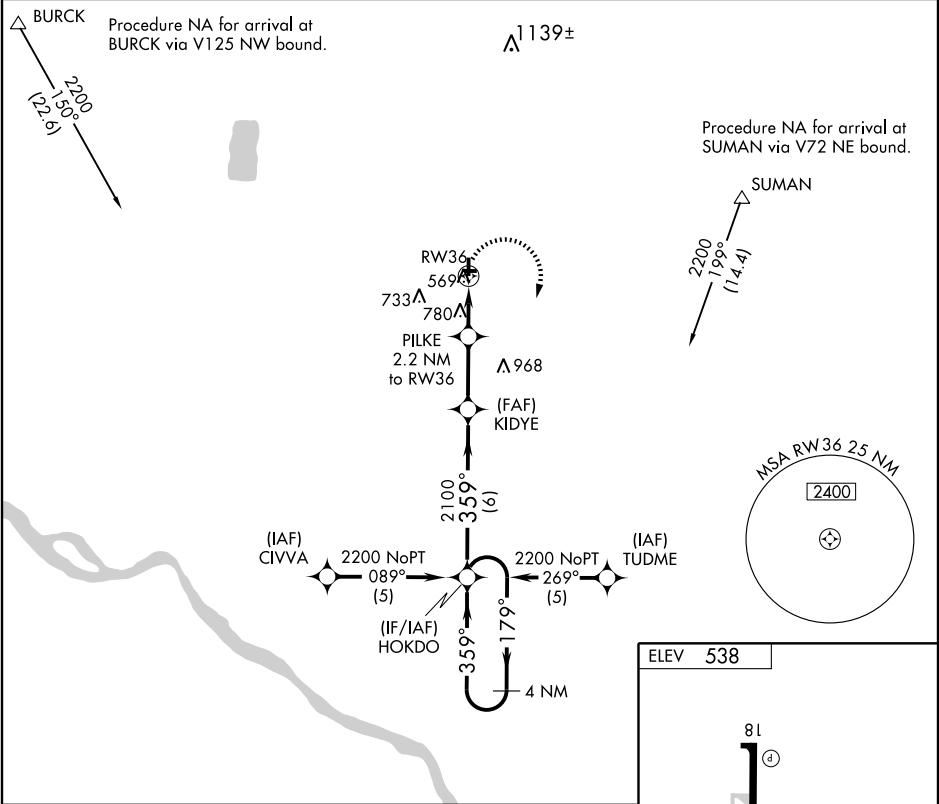
EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
359°	TDZE	533
	Apt Elev	538

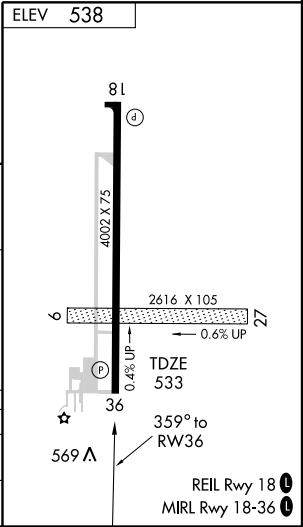
RNAV (GPS) RWY 36
SPARTA COMMUNITY-HUNTER FIELD (SAR)

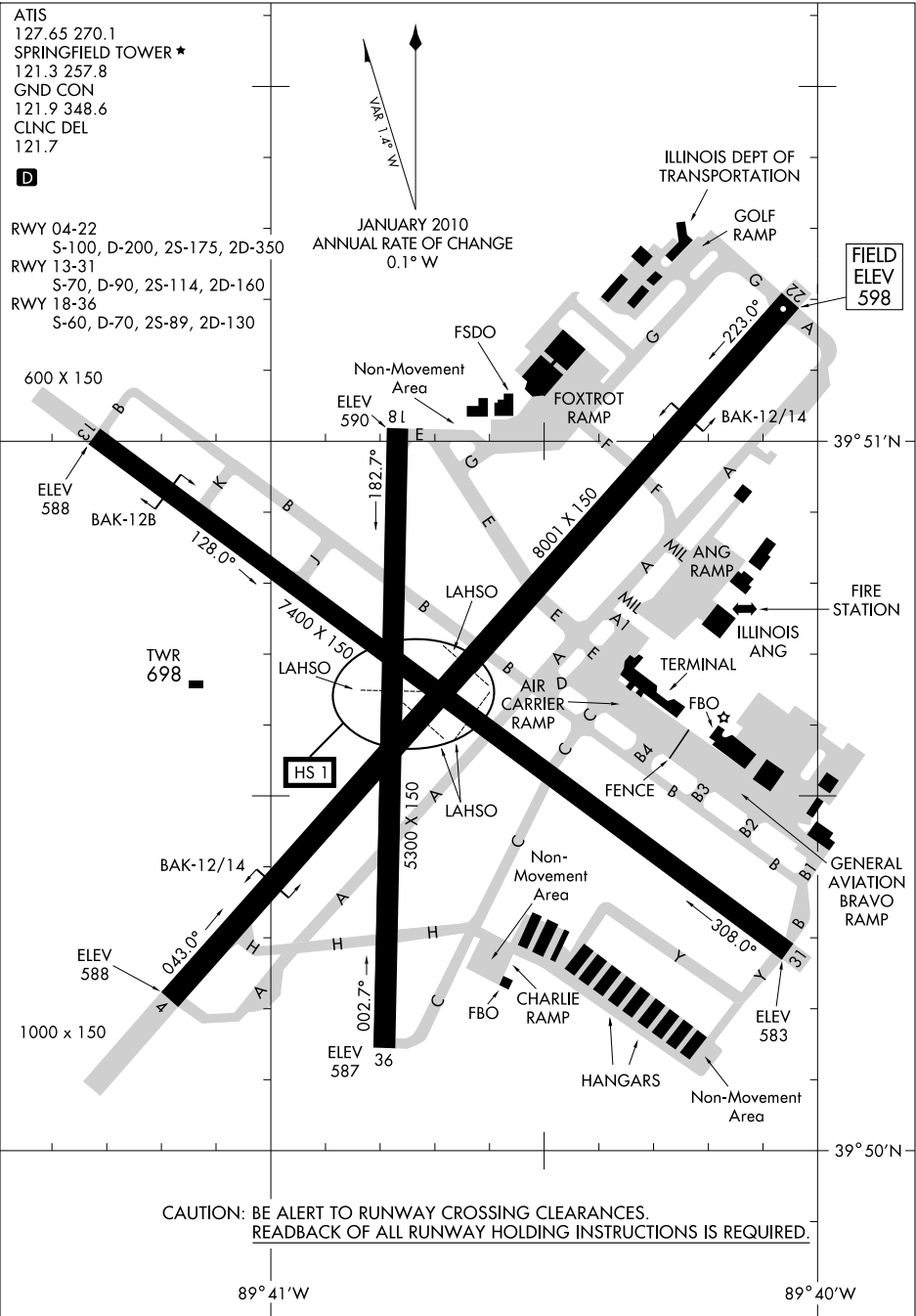
<p>T A</p>	<p>DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, use Scott AFB/Midamerica altimeter setting and increase all MDAs 80 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 2200 direct HOKDO and hold.</p>
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AWOS-3 118.375	ST. LOUIS APP CON 125.2 281.5	UNICOM 123.075 (CTAF) 0
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<p>4 NM Holding Pattern</p> <p>2200 ← 179° → 359° → 359° → 2100</p> <p>VGSI and descent angles not coincident.</p> <p>6 NM 2.6 NM 2.2</p>				
<p>HOKDO</p> <p>KIDYE</p> <p>PILKE 2.2 NM to RW36</p> <p>RW36</p> <p>2200 HOKDO</p>				
CATEGORY	A	B	C	D
LNAV MDA	1080-1	547 (600-1)	1080-1½ 547 (600-1½)	1080-1¾ 547 (600-1¾)
CIRCLING	1080-1 542 (600-1)	1140-1 602 (700-1)	1140-1¾ 602 (700-1¾)	1140-2 602 (700-2)





SPRINGFIELD

ABRAHAM LINCOLN CAPITAL (SPI) 3 NW UTC-6(-5DT) N39°50.65' W89°40.69'

598 B S4 FUEL 100LL, JET A OX 1, 2 ARFF Index—See Remarks NOTAM FILE SPI

ST LOUIS

H-50, L-27C

RWY 04-22: H8001X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-350 HIRL

IAP, AD

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 56'. Tree.

RWY 22: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Tree.

RWY 13-31: H7400X150 (ASPH-GRVD) S-70, D-90, 2S-114, 2D-160 HIRL

RWY 13: REIL. PAPI(P4R) GA 3.0° TCH 50'. Trees.

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Tree.

RWY 18-36: H5300X150 (ASPH-CONC) S-60, D-70, 2S-89, 2D-130 MIRL

RWY 18: Tree. RWY 36: Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13-31	3200
RWY 22	13-31	4150
RWY 31	04-22	3350
RWY 36	13-31	3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA-8001	TODA-8001	ASDA-8001	LDA-8001
RWY 13:	TORA-7400	TODA-7400	ASDA-7217	LDA-7217
RWY 18:	TORA-5300	TODA-5300	ASDA-5300	LDA-5300
RWY 22:	TORA-8001	TODA-8001	ASDA-8001	LDA-8001
RWY 31:	TORA-7400	TODA-7400	ASDA-7000	LDA-7000
RWY 36:	TORA-5300	TODA-5300	ASDA-5300	LDA-5300

ARRESTING GEAR/SYSTEM

RWY 04: BAK-14 BAK-12(B) (1329')

BAK-14 BAK-12 (1329') RWY 22

RWY 13 BAK-12(B) (800')

AIRPORT REMARKS: Attended continuously. Rwy 18-36 CLOSED 0400-1200Z. Crane 788' (199' AGL) 2.24 NM SSE.

Be alert; a 10' lgtd barricade separates the air carrier and the south general aviation ramp. General aviation access to and parking on the air carrier ramp is prohibited. Acft on the golf ramp not visible from twr, entrance to Twy Y between hangars C and D not visible from twr, Twy Y marked with non standard signage. Acft taxiing to Rwy 04 via Twy C must taxi via Twy C, Twy H and Twy A for a full length Rwy 04 departure. Intersection departure Rwy 04 at Twy H has 7200' remaining. Acft in berm area adjacent Twy E and Twy G not visible from twr, acft in berm area taxi at own risk. Twy Y not available for air carrier ops with more than 30 passenger seats. During snow removal ops equipment operators will monitor CTAF when the twr is clsd. When twr clsd ACTIVATE HIRL Rwy 13-31, HIRL Rwy 04-22, MALSR Rwy 04, Rwy 22 and Rwy 31, VASI Rwy 31 and REIL Rwy 13—CTAF. PAPI Rwy 13 and VASI Rwy 04, Rwy 22 opr continuously. MIRL Rwy 18-36 ints preset on/off per wind conditions when twr clsd. Class I ARFF Index A. AARF Index C equipment avbl upon req; call 217-788-1080. Rwy 18-36 400' concrete N end. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

WEATHER DATA SOURCES: ASOS (217) 789-7389. LLWAS.

COMMUNICATIONS: CTAF 121.3 ATIS 127.65 UNICOM 122.95

SPINNER RCO 122.25 (ST LOUIS RADIO)

① SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z)

SPRINGFIELD TOWER 121.3 (1200-0400Z) 118.6 (0400-1200Z) GND CON 121.9 CLNC DEL 121.7

AIRSPACE: CLASS C svc 1200-0400Z ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38' W89°40.66' at fld. 586/1W.

HUSKK NDB (MHW/LDM) 382 SP N39°46.39' W89°45.59' 043° 5.7 NM to fld.

CALDE NDB (LDM) 240 CJ N39°47.68' W89°35.56' 308° 4.9 NM to fld. Unmonitored.

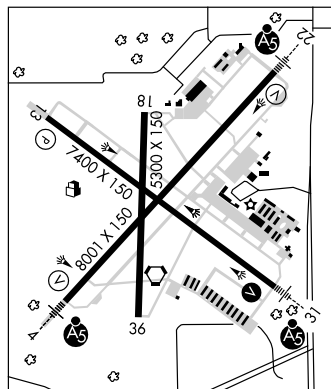
LICOL NDB (MHW/LDM) 375 LQ N39°54.72' W89°36.18' 221° 5.3 NM to fld.

ILS 109.5 I-SPI Rwy 04. Class IT. LOM HUSKK NDB. ILS unmonitored when twr clsd.

ILS 111.7 I-LQY Rwy 22. Class IA. LOM LICOL NDB. ILS unmonitored when twr clsd.

ILS 110.15 I-CJF Rwy 31. Class IE. LOM CALDE NDB. ILS unmonitored when twr clsd. Glide slope unmonitored.

ASR (1200-0400Z)

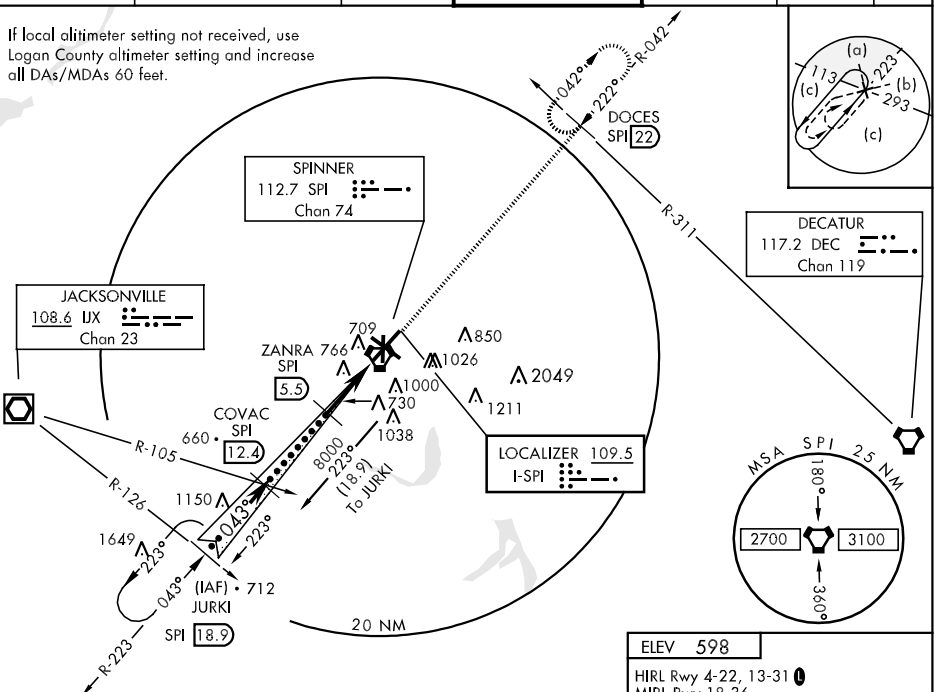


SPRINGFIELD, ILLINOIS

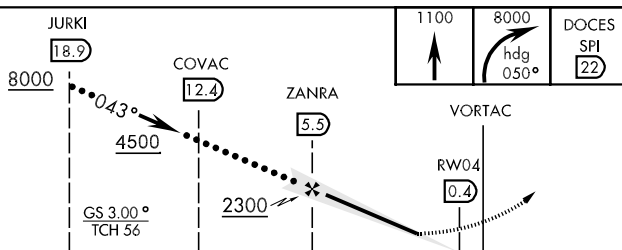
HI-ILS or LOC/DME RWY 4

LOC I-SPI 109.5	APCH CRS 043°	Rwy Idg TDZE Arpt Elev 8001 592 598	JAL-518 [USAF]	SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)		
Procedure NA when tower is closed. * When ALS inop, increase CAT CDE vis ¼ mile. ** When ALS inop, increase CAT CDE vis ½ mile.			MALSR 	MISSED APPROACH: Climb to 1100 then climbing right turn to 8000 via hdg 050° and SPI VORTAC R-042 to DOCES INT/SPI VORTAC 22 DME and hold, continue in-hold-climb to 8000.		
ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.95	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	ASR

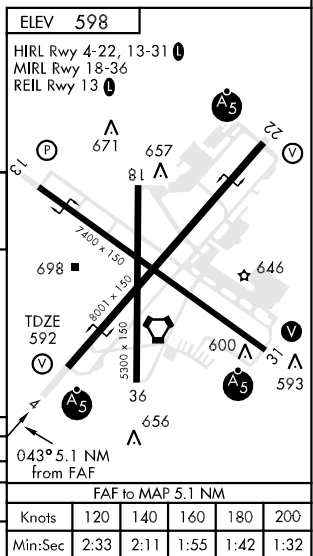
If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet.



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-ILS 4 *	792/24	200	(200-½)
S-LOC 4 **	980/24 388 (400-½)	980/40 388 (400-¾)	1380-234 783 (800-2¾)
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-234 783 (800-2¾)



SPRINGFIELD, ILLINOIS

39°51'N-89°41'W

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

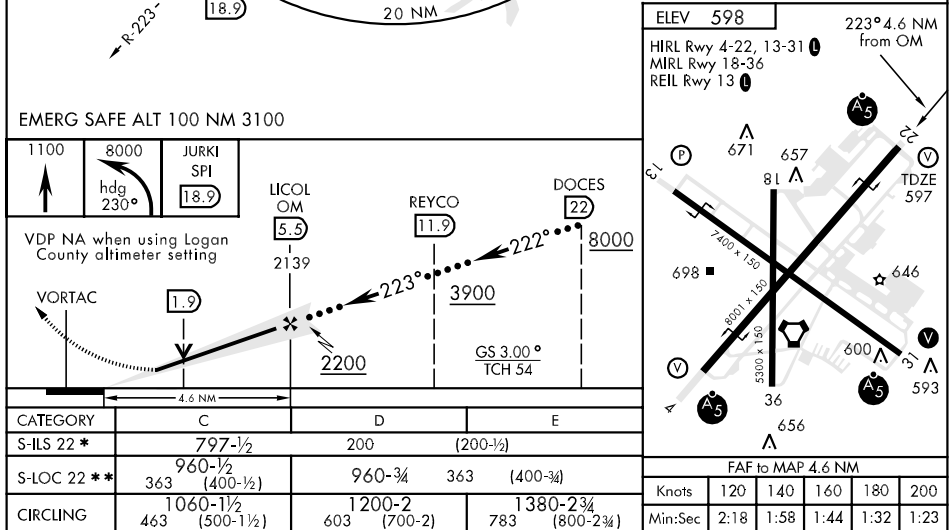
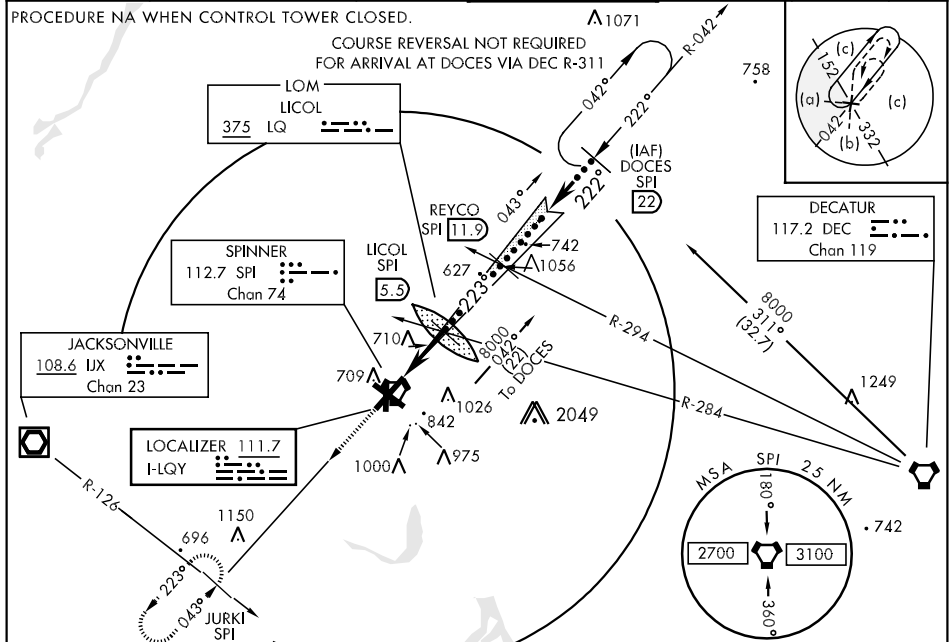
Amtd 4 10210

HI-ILS or LOC/DME RWY 4

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-LQY 111.7	APCH CRS 223°	Rwy Idg TDZE Arpt Elev 8001 597 598	JAL-518 [USAF]	SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)		
V *When ALS inop, increase CAT CDE vis ¼ mile. ** When ALS inop, increase CAT CDE vis ½ mile. If local altimeter setting not rcv, use Logan County altimeter setting and INCR all DAs/MDAs 60 feet.			MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 8000 via hdg 230° and SPI VORTAC R-223 to JURKI INT/ SPI 18.9 DME and hold, continue climb-in-hold to 8000.		
ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.95	SPRINGFIELD TOWER ★ 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	ASR



EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

SPRINGFIELD, ILLINOIS

HI-VOR/DME or TACAN RWY 4

VORTAC SPI 112.7 Chan 74	APCH CRS 055°	Rwy ldg TDZE Arpt Elev 8001 592 598
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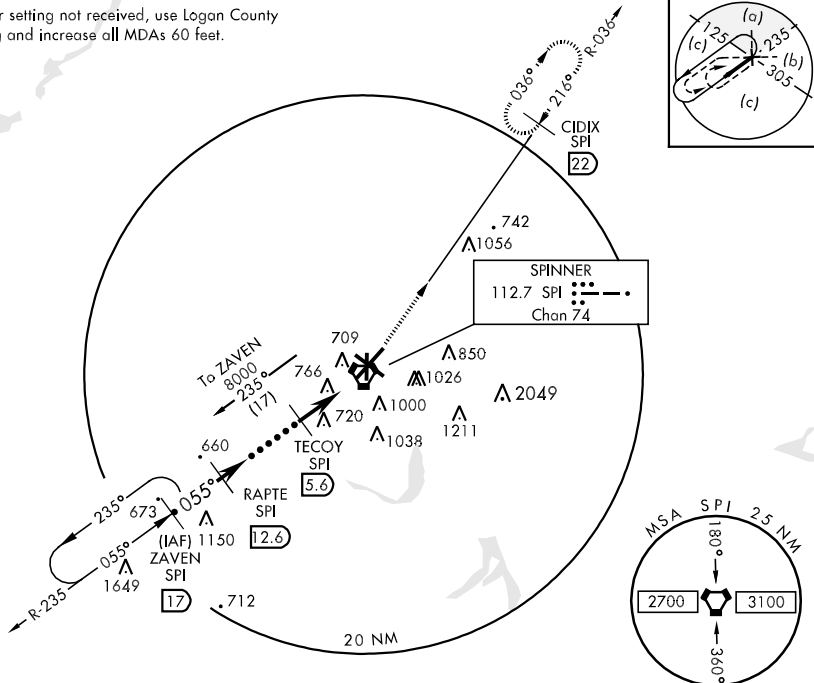
JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

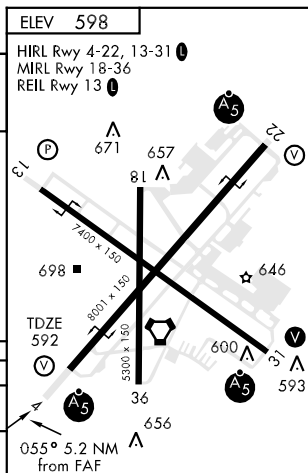
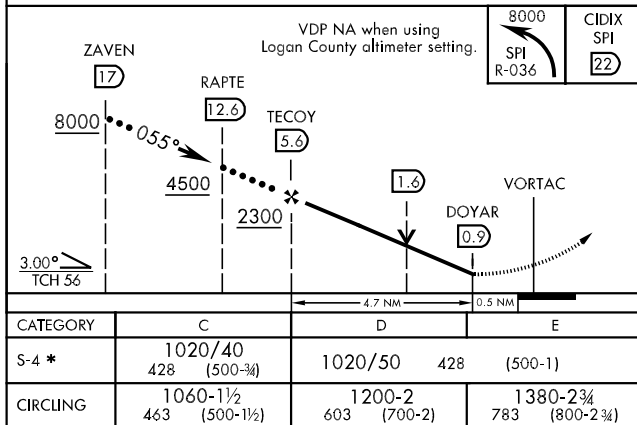
<p>V</p> <p>* For inop MALS, increase CAT CDE vis ½ mile.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 8000 via SPI VORTAC R-036 to CIDIX/22 DME and hold. Continue climb-in-hold to 8000.</p>
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<p>ATIS</p> <p>127.65 270.1</p>	<p>SPRINGFIELD APP CON *</p> <p>118.6 323.0</p>	<p>UNICOM</p> <p>122.95</p>	<p>SPRINGFIELD TOWER *</p> <p>121.3 (CTAF) 257.8</p>	<p>GND CON</p> <p>121.9 348.6</p>	<p>CLNC DEL</p> <p>121.7</p>	<p>ASR</p>
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If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.



EMERG SAFE ALT 100 NM 3100



SPRINGFIELD, ILLINOIS

39°51'N-89°41'W

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

Amdt 4 10210

HI-VOR/DME or TACAN RWY 4

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SPI 112.7 Chan 74	APCH CRS 216°	Rwy Idg 8001 TDZE 597 Arpt Elev 598	JAL-518 [USAF] SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)
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HI-VOR/DME or TACAN RWY 22

VORTAC SPI
112.7
Chan **74**

APCH CRS
216°

Rwy Idg	8001
TDZE	597
Arpt Elev	598

JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

T * When ALS inop, increase CAT C vis ½ mile, CAT DE vis ¼ mile.
If local altimeter setting not rcv, use Logan County altimeter
setting and INCR all MDAs 60 feet.



MISSED APPROACH: Climb to 8000 via SPI VORTAC R-223 to JURKI/18.9 DME and hold, continue climb-in-hold to 8000.

ATIS
127.65 270.1

SPRINGFIELD APP CON ★
118.6 323.0

UNICOM
122.95

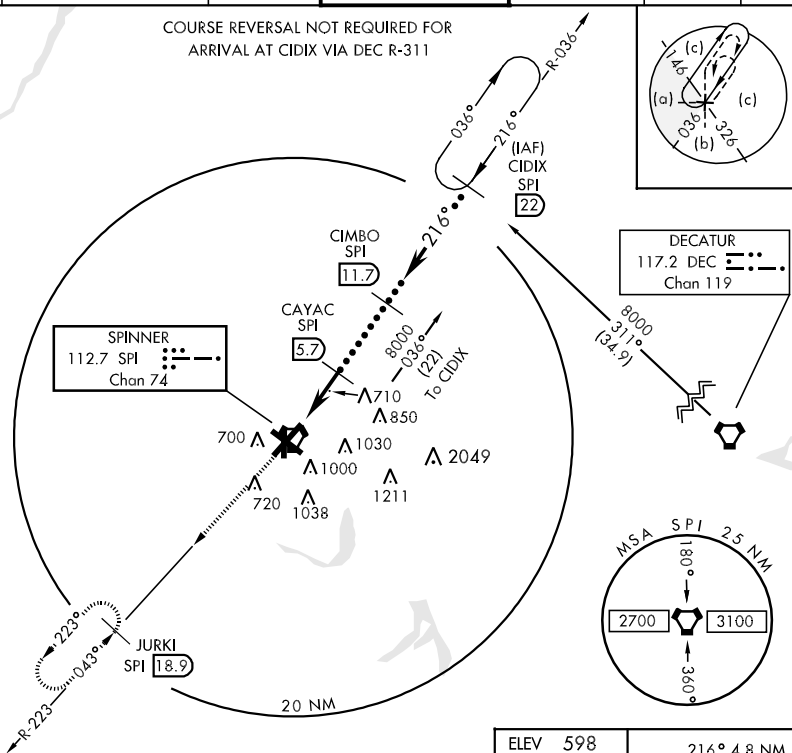
SPRINGFIELD TOWER ★
121.3 (CTAF) **L** 257.8

GND CON
21.9 348.6

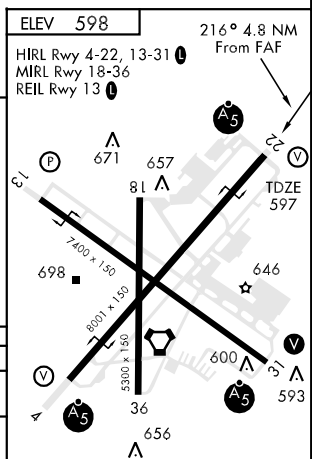
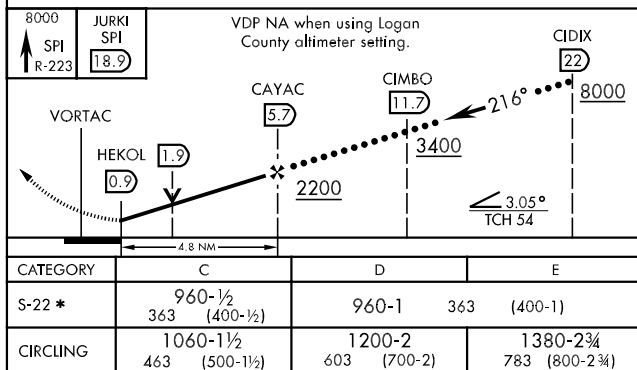
CLNC DEL
121.7

ASR

COURSE REVERSAL NOT REQUIRED FOR
ARRIVAL AT CIDIX VIA DEC R-311



EMERG SAFE ALT 100 NM 3100



SPRINGFIELD, ILLINOIS

39°51'N-89°41'W

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

Amdt 4 10210

HI-VOR/DME or TACAN RWY 22

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS-		
WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN		
RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SPI	APP CRS	Rwy Idg	8001
<u>109.5</u>	043°	TDZE	592
		Apt Elev	597

ILS or LOC RWY 4
SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPT)

ASR If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. ADF REQUIRED.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

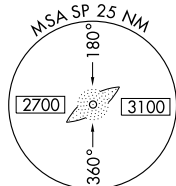
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct HUSKK LOM and hold.

ATIS
127 65 270 1

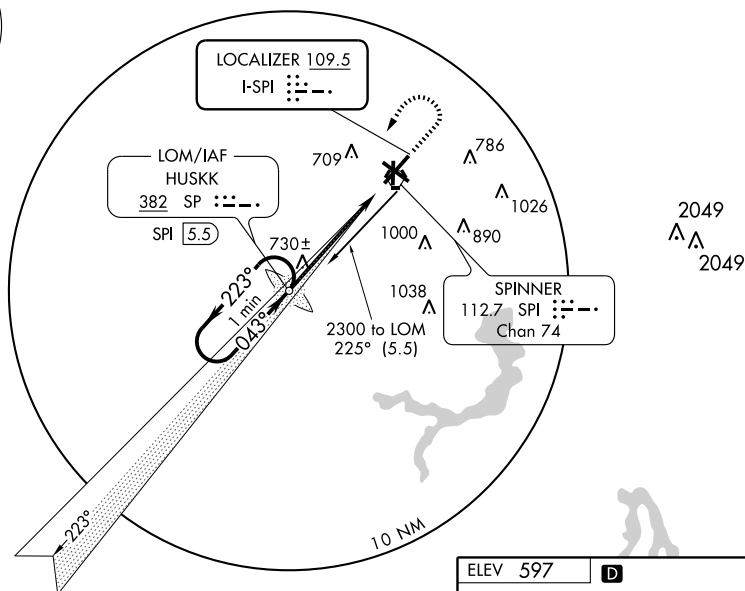
SPRINGFIELD APP CON ★
118 6 323 0

SPRINGFIELD TOWER ★
121.3 (CTAF) 257.8

GND CON
121 9 348 6

CLNC DEL
121 7UNICOM
122 95

ADF or DME REQUIRED



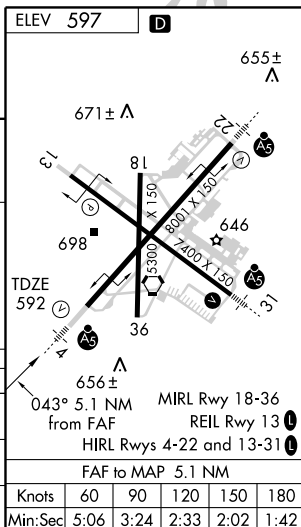
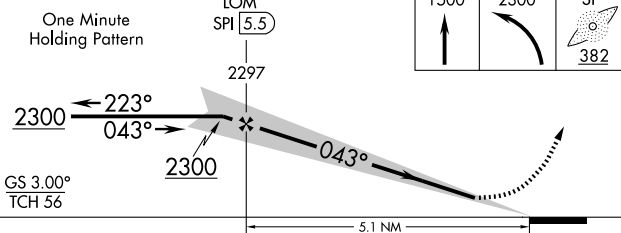
One Minute Holding Pattern

LOM
SPI 5.5

1500

230

SP
382



SPRINGFIELD, ILLINOIS
Amdt 25C 10042

SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)
39°51'N-89°41'W ILS or LOC PWY 4

ILS or LOC RWY 4

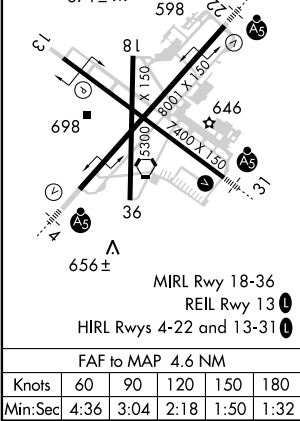
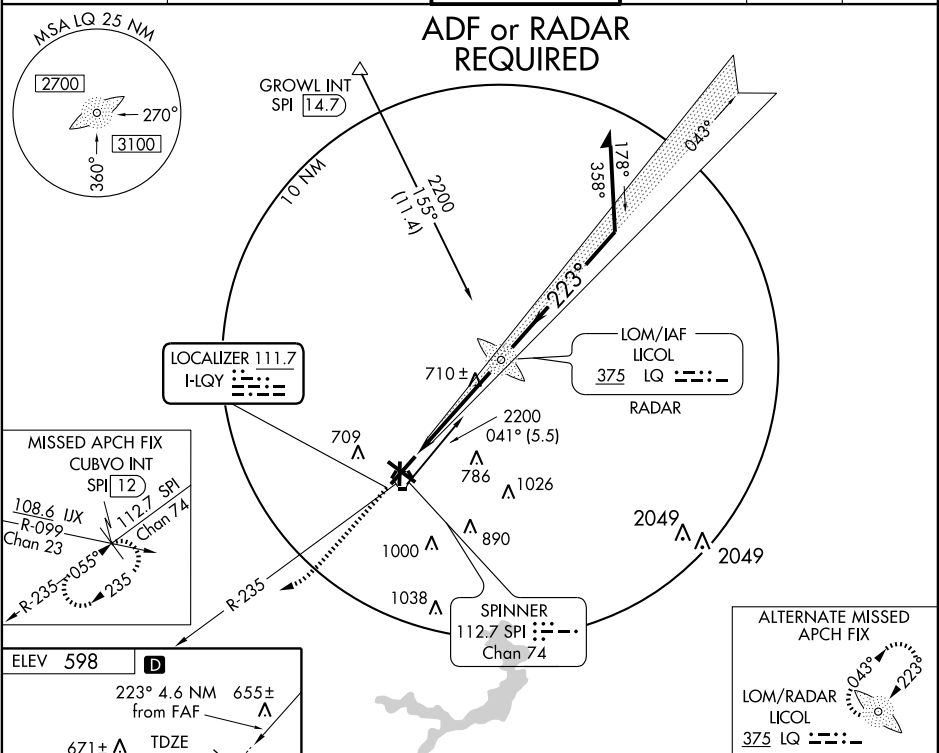
LOC I-LQY	APP CRS	Rwy Idg	8001
111.7	223°	TDZE	598
		Apt Elev	598

ILS or LOC RWY 22

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

ADF or RADAR Required. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 57 feet and all MDA 60 feet, and increase S-LOC 22 Cat C visibility ¼ mile.	MALSR A5	MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 via SPI VORTAC R-235 to CUBVO Int/SPI 12 DME and hold.
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ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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1500	2700	CUBVO INT	LOM/RADAR	Remain within 10 NM
SPI R-235	SPI 12			
2139 043° 2200 223° 2200				
GS 3.00° TCH 54				
4.6 NM				
CATEGORY	A	B	C	D
S-ILS 22	798-½ 200 (200-½)			
S-LOC 22	960-½ 362 (400-½)			960-¾ 362 (400-¾)
CIRCLING	1020-1 422 (500-1)	1060-1 462 (500-1)	1060-1½ 462 (500-1½)	1200-2 602 (700-2)

EC-3, 21 OCT 2010 to 18 NOV 2010


EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-CJF	APP CRS	Rwy Idg	7000
110.15	308 °	TDZE	590
		Apt Elev	597

ILS or LOC RWY 31
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

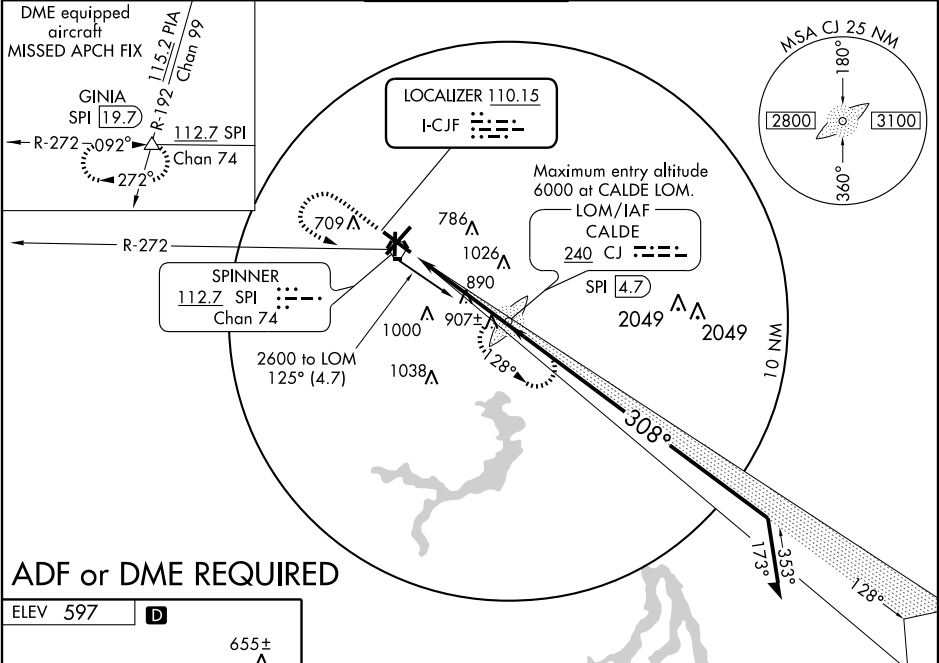
ADF or DME REQUIRED.
If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet.
For inoperative MALSR, increase S-ILS-31 Cat. E visibility to ¾ and S-LOC-31 Cat. E visibility to 2¼.

MALSR

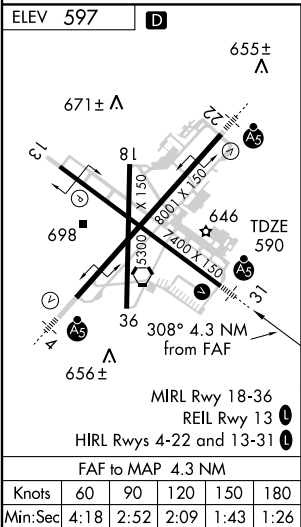





MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 direct CALDE LOM and hold. (DME equipped aircraft climb to 1700, then climbing left turn to 3200 via SPI R-272 to ILS Int/SPI 19.7 DME and hold.)

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3(CTAF) 0 257.8	121.9 348.6	121.7	122.95



ADF or DME REQUIRED



1700	3100	CJ						
								
			LOM	SPI 4.7		Remain within 15 NM		
			6000	2014		128°		2600
					308°		2100	GS 3.00° TCH 55°
			4.3 NM					
CATEGORY	A		B		C	D	E	
S-ILS 31	790-½ 200 (200-½)							
S-LOC 31	1200-½ 610 (700-½)		1200-1¼ 610 (700-1¼)		1200-1½ 610 (700-1½)		1200-1¾ 610 (700-1¾)	
CIRCLING	1200-1 603 (700-1)		1200-1¾ 603 (700-1¾)		1200-2 603 (700-2)		1380-2¾ 783 (800-2¾)	

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

WAAS CH 70309 W04A	APP CRS 043°	Rwy Idg TDZE 592 Apt Elev 597	8001
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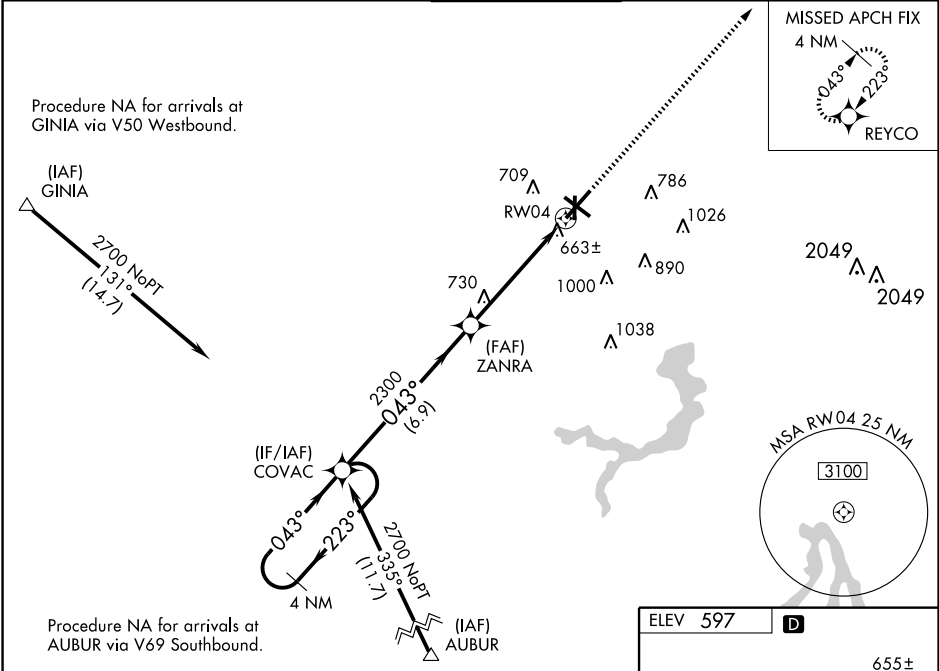
RNAV (GPS) RWY 4
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
⚠ If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. and LNAV Cat. D visibility to RVR 6000.

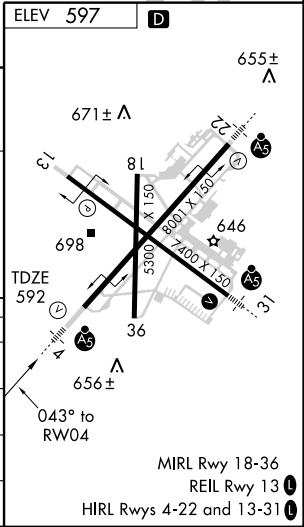
MALSR

MISSED APPROACH: Climb to 2600 direct REYCO and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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4 NM Holding Pattern					2600 REYCO
COVAC					*LNAV only.
2700 ← 223°					
043° →					
043°					
ZANRA					
*1.1 NM to RW04					
RW04					
2300					
6.9 NM					
4.1 NM					
1.1 NM					
CATEGORY	A	B	C	D	
LPV DA	854/24		262 (300-½)		
LNAV/VNAV DA	931/40		339 (400-¾)		
LNAV MDA	980/24		388 (400-½)		980/50 388 (400-1)
CIRCLING	1020-1¼ 423 (500-1¼)	1060-1¼ 463 (500-1¼)	1060-1½ 463 (500-½)	1200-2 603 (700-2)	



WAAS CH 99616 W13A	APP CRS 128°	Rwy Idg 7217 TDZE 592 Apt Elev 598
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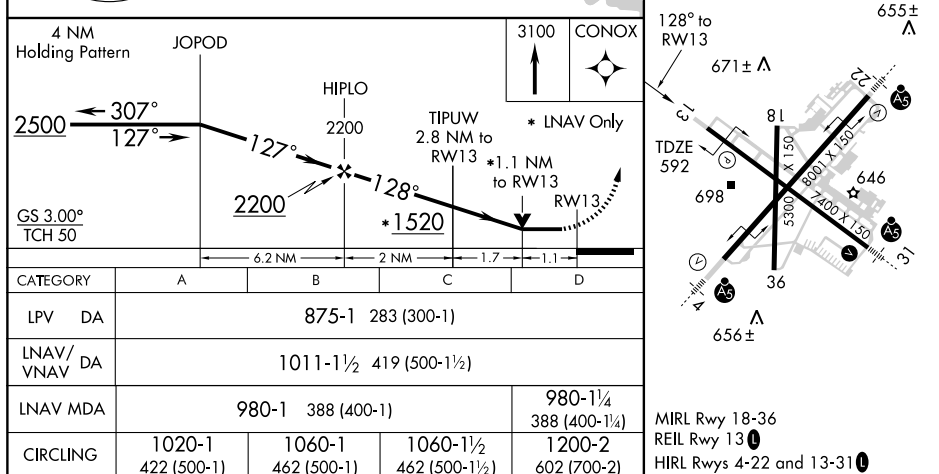
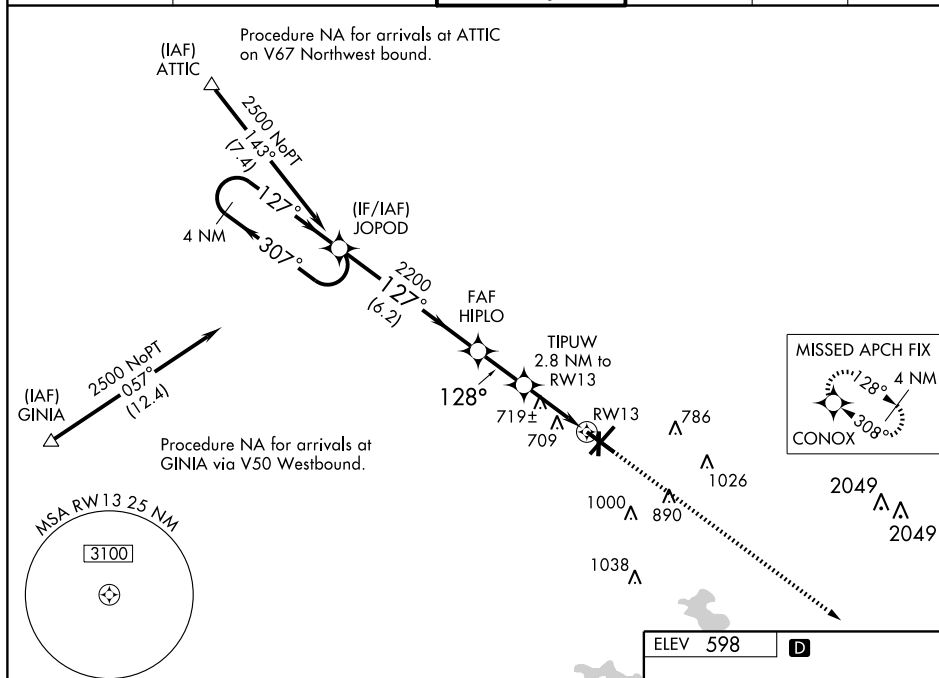
RNAV (GPS) RWY 13

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received,
ASR use Lincoln altimeter setting and increase all DA 57 feet, all MDA 60 feet, and increase LPV and
 LNAV/VNAV all Cats visibility ¼ mile, and increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV
 NA when using Lincoln altimeter setting. VDP NA when using Lincoln altimeter setting.

MISSED APPROACH:
Climb to 3100 direct
CONOX and hold.


ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) 0 257.8	121.9 348.6	121.7	122.95

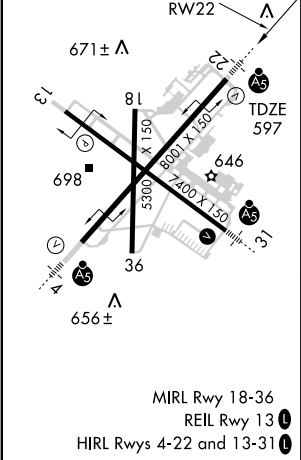
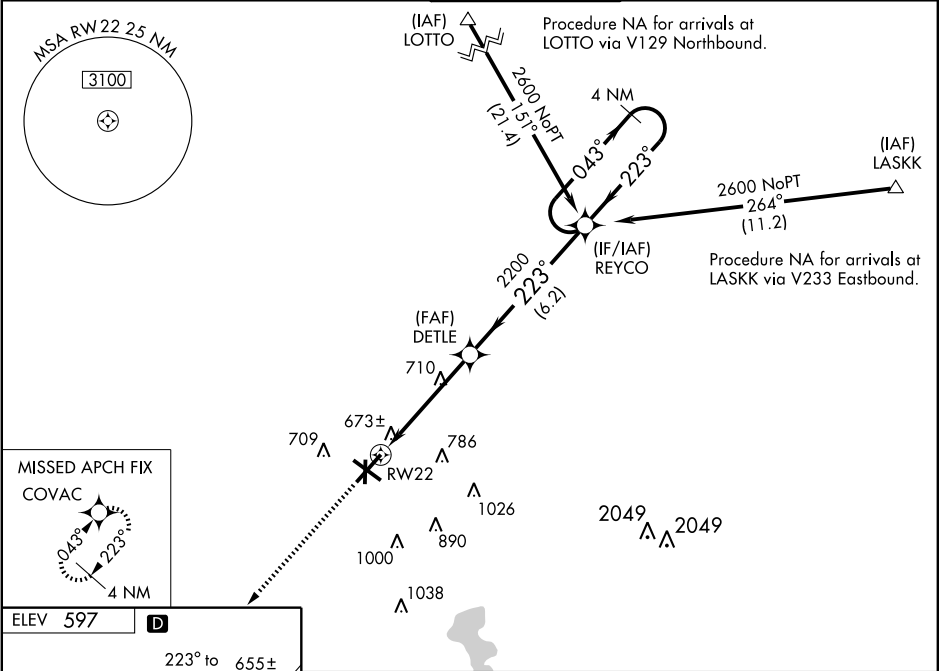


WAAS CH 81809 W22A	APP CRS 223°	Rwy Idg TDZE 597 Apt Elev 597	8001
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RNAV (GPS) RWY 22

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

<p>⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). ⚠ If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats and LNAV Cat. D visibility to 1¼.</p>		<p>MALSR </p>		<p>MISSED APPROACH: Climb to 2700 direct COVAC and hold.</p>	
ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3(CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95



2700

↑

COVAC

★

*LNAV only.

*1 NM to RW22

RW22

1 NM

3.8 NM

6.2 NM

DETLE

REYCO

4 NM Holding Pattern

043°

2600

223°

2200

GS 3.00°

TCH 54

CATEGORY	A	B	C	D
LPV DA	883-½ 286 (300-½)			
LNAV/VNAV DA	941-¾ 344 (400-¾)			
LNAV MDA	960-½ 363 (400-½)			960-1 363 (400-1)
CIRCLING	1020-1¼ 423 (500-1¼)	1060-1¼ 463 (500-1¼)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

AL-518 (FAA)

WAAS CH 90124 W31A	APP CRS 308°	Rwy Idg TDZE Apt Elev	7000 590 597
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RNAV (GPS) RWY 31

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

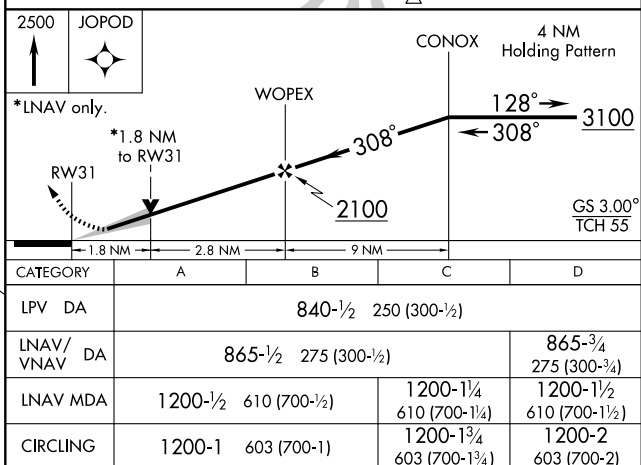
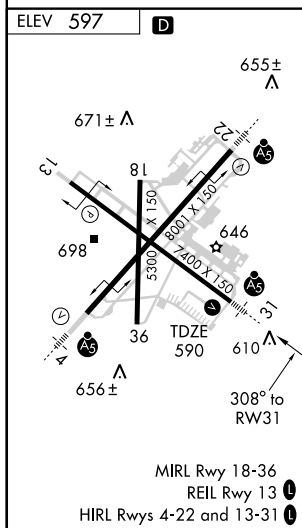
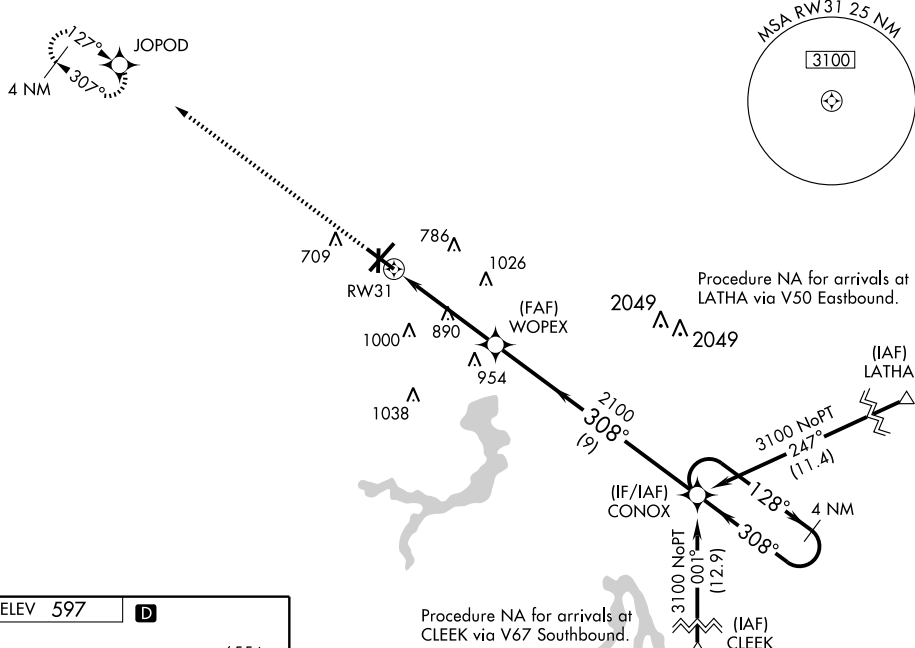
▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
▲ If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ all Cats, increase LNAV/VNAV Cat. D visibility to 1.
ASR

MALSR



MISSED APPROACH: Climb to 2500 direct JOPOD and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

Orig 09295

39°51'N-89°41'W

RNAV (GPS) RWY 31

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

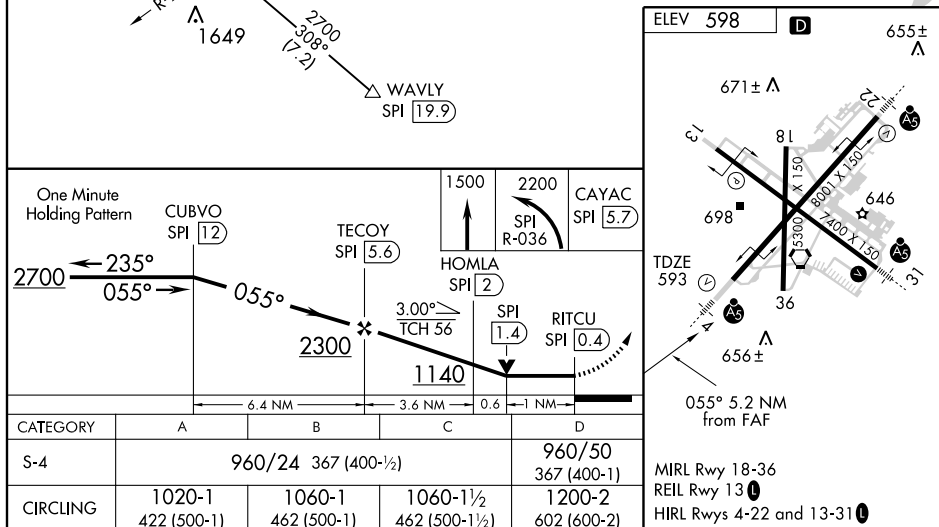
VOR/DME RWY 4
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)



MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 via SPI VORTAC R-036 to CAYAC/5.7 DME and hold.

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010



VORTAC SPI	APP CRS	Rwy Idg	7217
112.7	134°	TDZE	592
Chan 74		Apt Elev	598

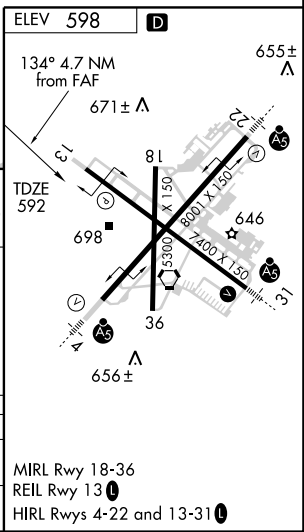
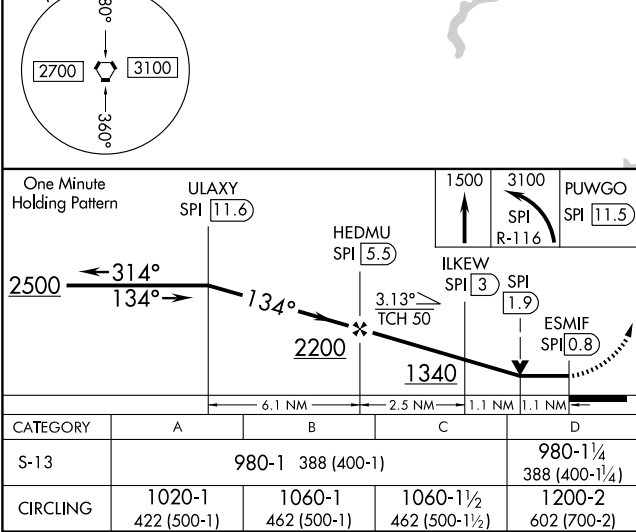
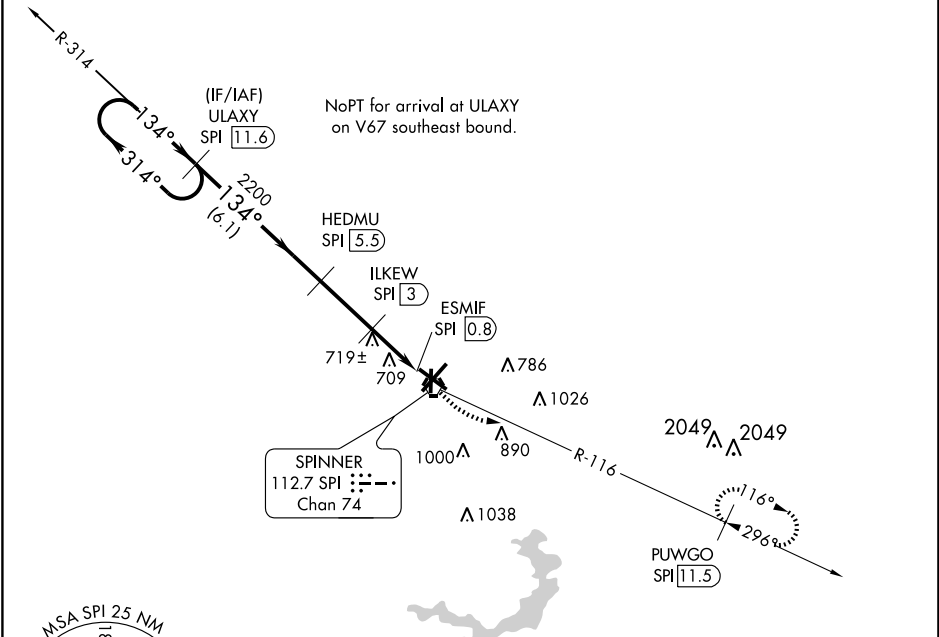
VOR/DME RWY 13

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet and increase Cat C and D visibility ¼ mile. VDP NA when using ASR Lincoln altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3100 via SPI VORTAC R-116 to PUWGO/SPI 11.5 DME and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3(CTAF) 0 257.8	121.9 348.6	121.7	122.95




EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

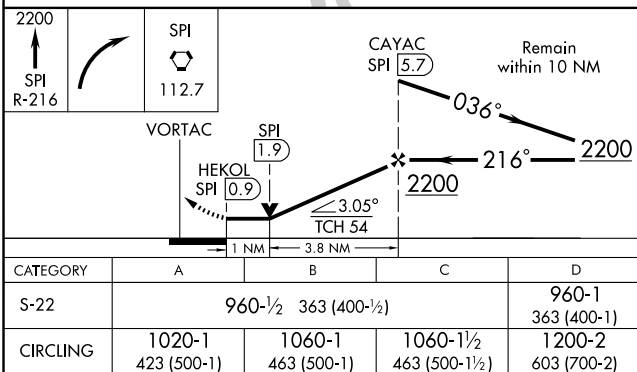
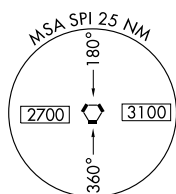
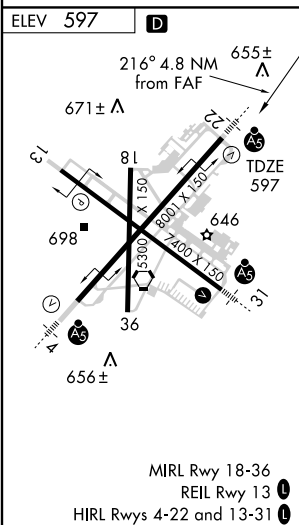
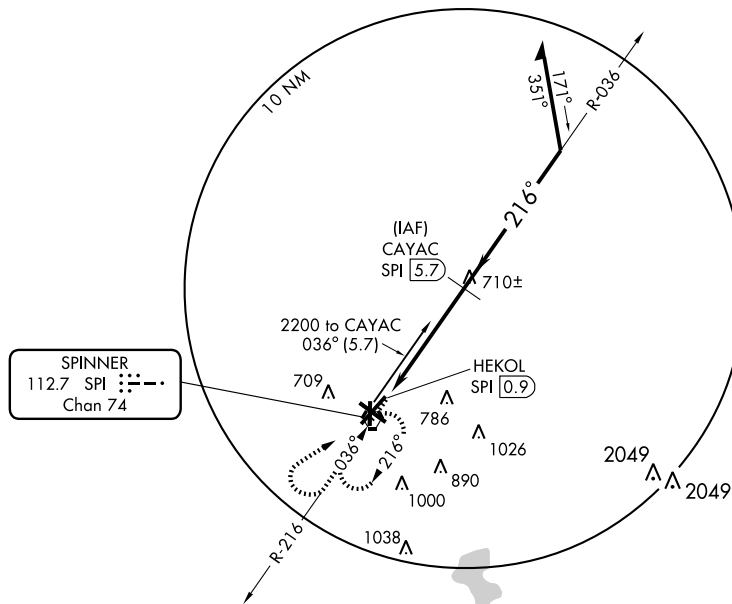
AL-518 (FAA)

VOR/DME RWY 22
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

T If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet. For inoperative MALS, increase S-22 Cat. D visibility to 1/4. VDP NA when using Logan County altimeter setting.

<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2200 via SPI R-216 then right turn direct SPI VORTAC and hold.</p>
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ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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SPRINGFIELD, ILLINOIS
Orig 10042

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)
39°51'N-89°41'W
VOR/DME RWY 22

EC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SPI 112.7 Chan 74	APP CRS 296°	Rwy Idg TDZE Apt Elev	7000 590 598
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VOR/DME RWY 31

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

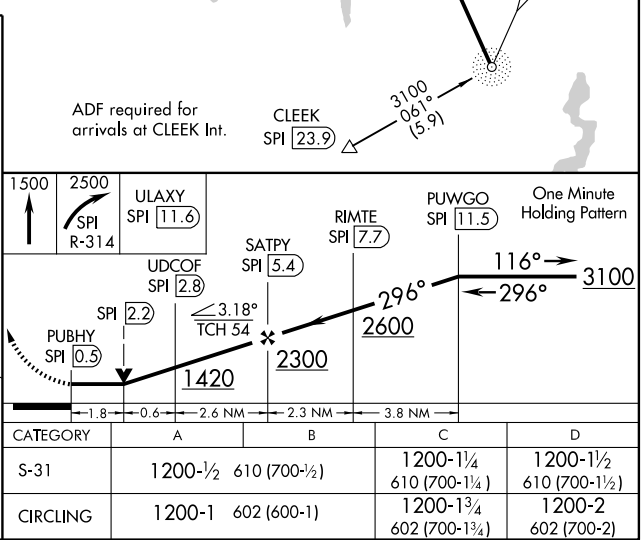
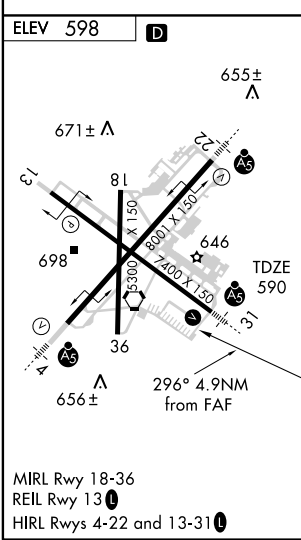
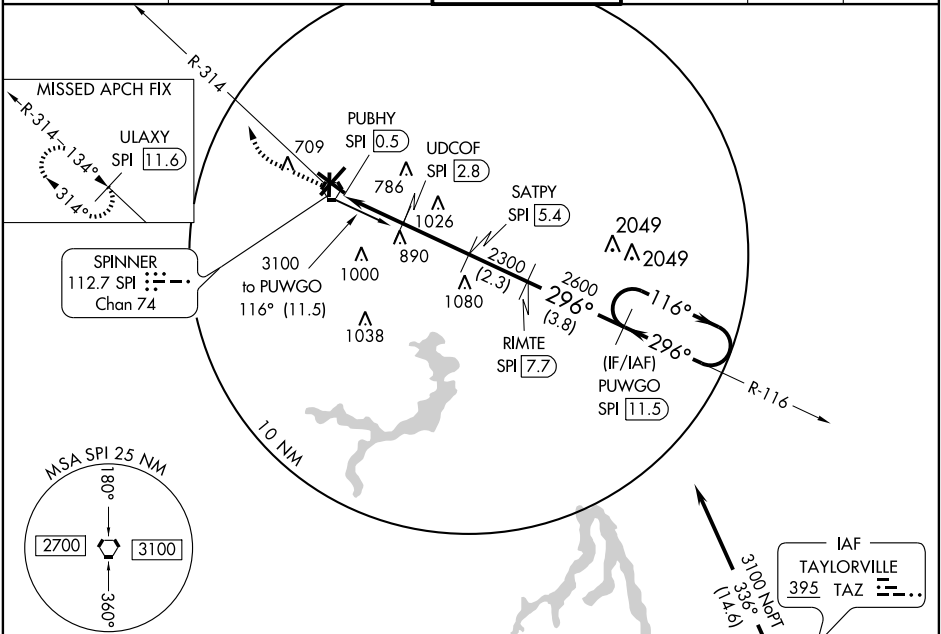
When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet.

VDP NA when using Lincoln altimeter setting.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via SPI VORTAC R-314 to ULAXY/SPI 11.6 DME and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3(CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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RUSHVILLE

SCHUY–RUSH (5K4) 1 W UTC–6(–5DT) N40°07.05’ W90°35.42’
665 TPA—1465(800) NOTAM FILE STL
RWY 09–27: 3565X100 (TURF) LIRL (NSTD)
RWY 09: Thld dsplcd 305’. Road. RWY 27: Thld dsplcd 463’. Tree.
AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09–27—CTAF. Rwy 09–27 NSTD LIRL due to spacing. Rwy 09 first 305’ unlgtd, Rwy 27 first 313’ unlgtd. Rwy 09–27 dsplcd thld marked with white gravel both ends of rwy.
COMMUNICATIONS: CTAF/UNICOM 123.0

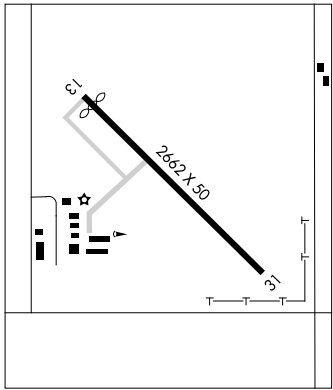
CHICAGO

SACKMAN FLD (See COLUMBIA)

ST JACOB

ST LOUIS METRO–EAST/SHAHER FLD (3K6) 2 N UTC–6(–5DT) N38°43.97’ W89°48.39’
477 B S2 FUEL 100LL TPA—1277(800) NOTAM FILE STL
RWY 13–31: H2662X50 (ASPH) MIRL 0.3% up NW
RWY 13: Thld dsplcd 127’. Road. RWY 31: Pole.
AIRPORT REMARKS: Attended continuously. For noise abatement procedures ctc arpt manager 618–644–5411. MIRL Rwy 13–31 preset on low ints; to increase ints ACTIVATE—CTAF. Military helicopter ops prior permission only.
COMMUNICATIONS: CTAF/UNICOM 122.8
® SAINT LOUIS APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35’ W89°55.12’ 090° 5.3 NM to fld. 570/4E.

ST LOUIS
L–27C, A
IAP



ST LOUIS DOWNTOWN (See CAHOKIA–ST LOUIS)

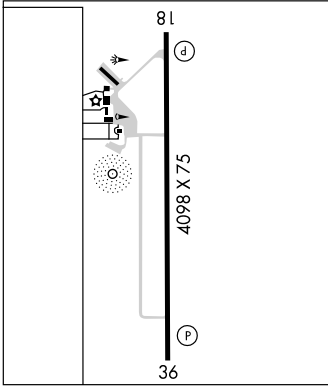
ST LOUIS METRO–EAST/SHAHER FLD (See ST JACOB)

ST LOUIS RGNL (See ALTON/ST LOUIS)

SALEM–LECKRONE (SLO) 2 NW UTC–6(–5DT) N38°38.57’ W88°57.85’

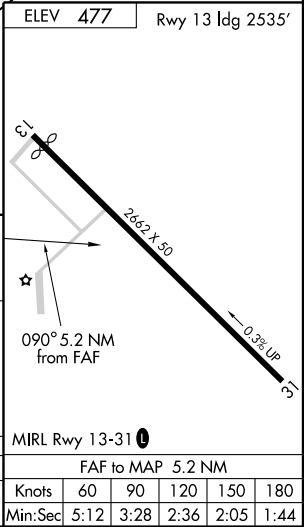
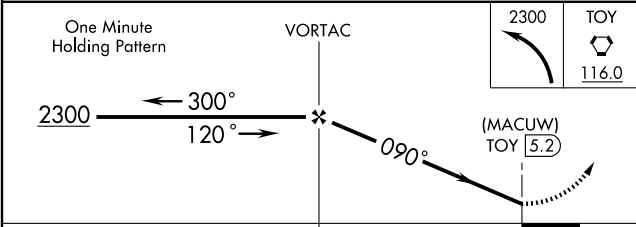
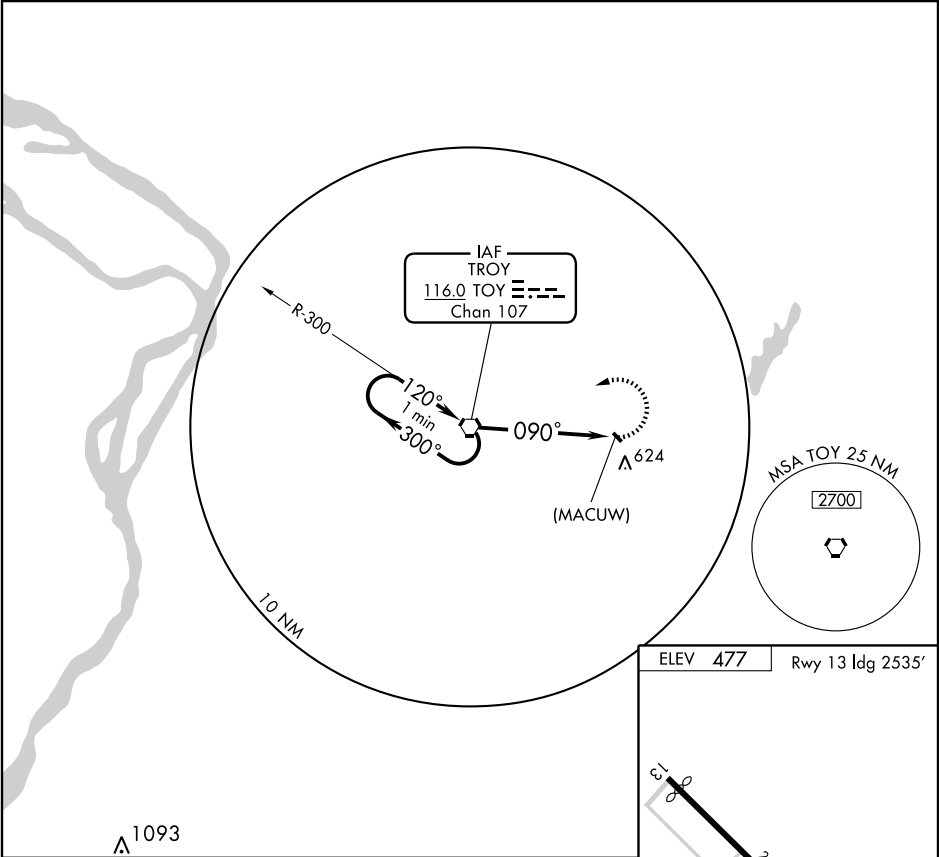
ST LOUIS
L–27C
IAP

573 B S4 FUEL 100LL NOTAM FILE SLO
RWY 18–36: H4098X75 (ASPH) S–12 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 20’. Trees.
RWY 36: PAPI(P4R)—GA 3.0° TCH 20’. Tree.
AIRPORT REMARKS: Attended continuously. 100LL is self-serve with credit card. MIRL Rwy 18–36 preset low ints; to increase ints and ACTIVATE REIL Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (618) 548–0469.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 127.7
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20’ W89°09.54’ 030° 16.2 NM to fld.
546/4E. HIWAS.
NDB (MHW) 400 SLO N38°38.64’ W88°58.04’ at fld. NOTAM FILE SLO.



VORTAC TOY	APP CRS	Rwy Idg	N/A
116.0	090°	TDZE	N/A
Chan 107		Apt Elev	477

<div><div>▼</div><div>▲ NA</div></div> <div>Use Scott AFB/Midamerica altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 2300 direct TOY VORTAC and hold.
ST LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	1040-1	560 (600-1)	1040-1½ 560 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44

STERLING/ROCKFALLS

WHITESIDE CO ARPT—JOS H BITTORF FLD (SQI) 2 S UTC−6(−5DT) N41°44.57' W89°40.58'

CHICAGO

648 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SQI

H−5D, L−28G

RWY 07−25: H6498X150 (ASPH−PFC) S−50, D−60, 2D−90 HIRL

IAP

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 46'. Tree.

RWY 25: MALSR. Tree.

RWY 18−36: H3900X100 (ASPH−GRVD) S−18 MIRL

RWY 18: REIL. Brush.

RWY 36: REIL. Road.

AIRPORT REMARKS: Attended Oct−Apr 1400−0000Z†, May−Sep

1400−0100Z†. Unattended New Years; Christmas; and Thanksgiving. Rwy 07 preferred calm wind rwy. TPA—1448 (800) for piston acft, 2148 (1500) for jet acft. MIRL Rwy 18−36 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 07−25; MALSR Rwy 25 and REIL Rws 07, 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS−3 119.175 (815) 626−2704.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ROCKFORD APP/DEP CON** 126.0 **ROCKFORD CLNC DEL** 128.0

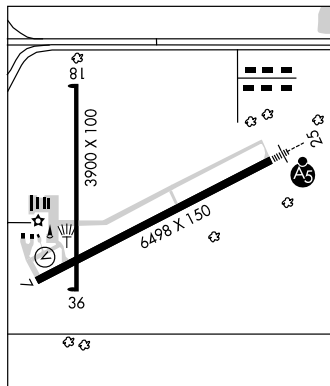
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 204° 15 NM to fld. 840/3E. **HIWAS.**

NDB (MHW) 254 BOZ N41°42.67' W89°47.14' 068° 5.3 NM to fld.

ILS 111.5 I−SQI Rwy 25 Unmonitored. Localizer BC unusable byd 15 NM.



TAYLORVILLE MUNI (TAZ) 2 SW UTC−6(−5DT) N39°31.95' W89°19.84'

ST LOUIS

622 B S4 FUEL 100LL, JET A TPA—See remarks NOTAM FILE TAZ

L−27C

RWY 18−36: H4001X75 (ASPH−PFC) MIRL

RWY 18: REIL. PVASI(P5IL)—GA 3.0° TCH 39' Tree.

RWY 36: PVASI(P5IL)—GA 3.0° TCH 34'. Tree.

RWY 09R−27L: H3500X60 (ASPH) MIRL

RWY 09R: REIL. PVASI(P5IL)—GA 3.0° TCH 26'. Rgt ttc.

RWY 27L: REIL. PVASI(P5IL)—GA 4.0° TCH 33'. Tree.

RWY 09L−27R: 1920X180 (TURF)

RWY 09L: Tree. RWY 27R: Thld dspcd 300'. Road. Rgt ttc.

AIRPORT REMARKS: Attended Mon−Sun 1400−0000Z†. Fuel 100LL and

JET A self svc with credit card. Parachute Jumping. 172' high water twr located 3007' from end of Rwy 27L and 488' left of rwy centerline. Lighted with red obstacle lights. TPA 1422(800) TPA for Rwy 09L−27R 1222(600). PVASI left side of Rwy 18 750' from apch end and PVASI left side of Rwy 36 650' from apch end. Rwy 09L end marked with white rocks. Rwy 27R end not marked. Rwy 27R thld marked with L-shaped white rock. Rwy 18 PVASI opr only when rwy lgts are activated by CTAF. Unusable byd 6° left/rgt of course. Rwy 36 PVASI unusable byd 5° left/rgt of centerline. Rwy 09R PVASI unusable byd 8° rgt of course. Rwy 27L PVASI unusable 6° rgt/8° left of course. MIRL Rwy 18−36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09R−27L, PVASI Rwy 09R, Rwy 18, Rwy 27L and Rwy 36 and REIL Rwy 09R, Rwy 18 and Rwy 27L—CTAF.

WEATHER DATA SOURCES: AWOS−3 123.875 395 TAZ (217) 824−9323.

COMMUNICATIONS: CTAF/UNICOM 122.8

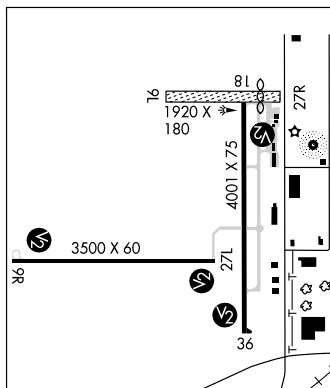
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200−0400Z†)

KANSAS CITY CENTER APP/DEP CON 124.3 (0400−1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38' W89°40.66' 140° 24.4 NM to fld. 586/1W.

NDB (MHW) 395 TAZ N39°32.17' W89°19.42' at fld. **AWOS−3.** NOTAM FILE STL. Unmonitored. NOTAM FILE TAZ.



TINLEY PARK HELISTOP (See CHICAGO/TINLEY PARK)

TRI-COUNTY (See YATES CITY)

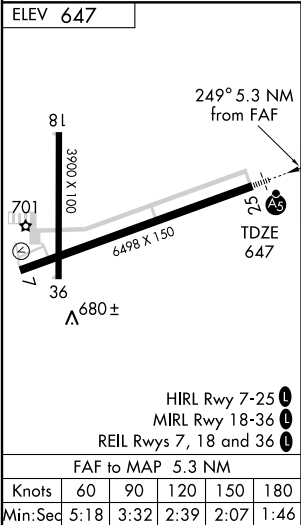
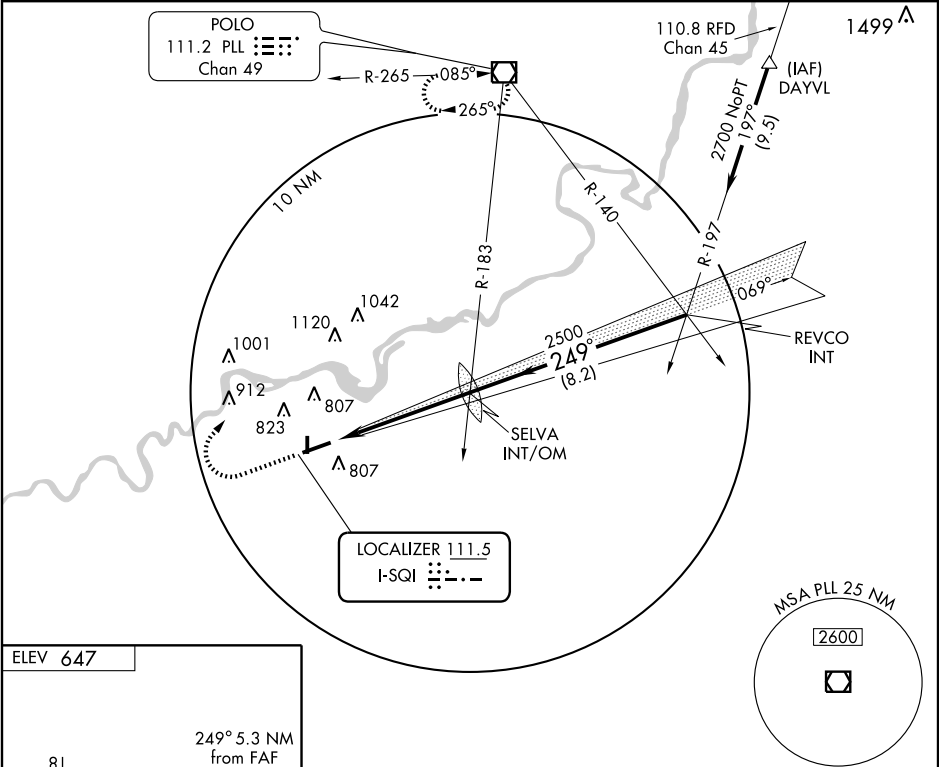
TRI-TOWNSHIP (See SAVANNA)

NA

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct PLL VOR/DME and hold.

AWOS-3 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0
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2000	2700	PLL 111.2	SELVA INT/OM	REVCO INT
2413	249°	2700	2500	Procedure Turn NA
5.3 NM	8.2 NM			
GS 3.00° TCH 54				
CATEGORY	A	B	C	D
S-ILS 25	847-½ 200 (200-½)			
S-LOC 25	1120-½ 473 (500-½)		1120-¾ 473 (500-¾)	1120-1 473 (500-1)
CIRCLING	1140-1 493 (500-1)		1140-1½ 493 (500-1½)	1200-2 553 (600-2)

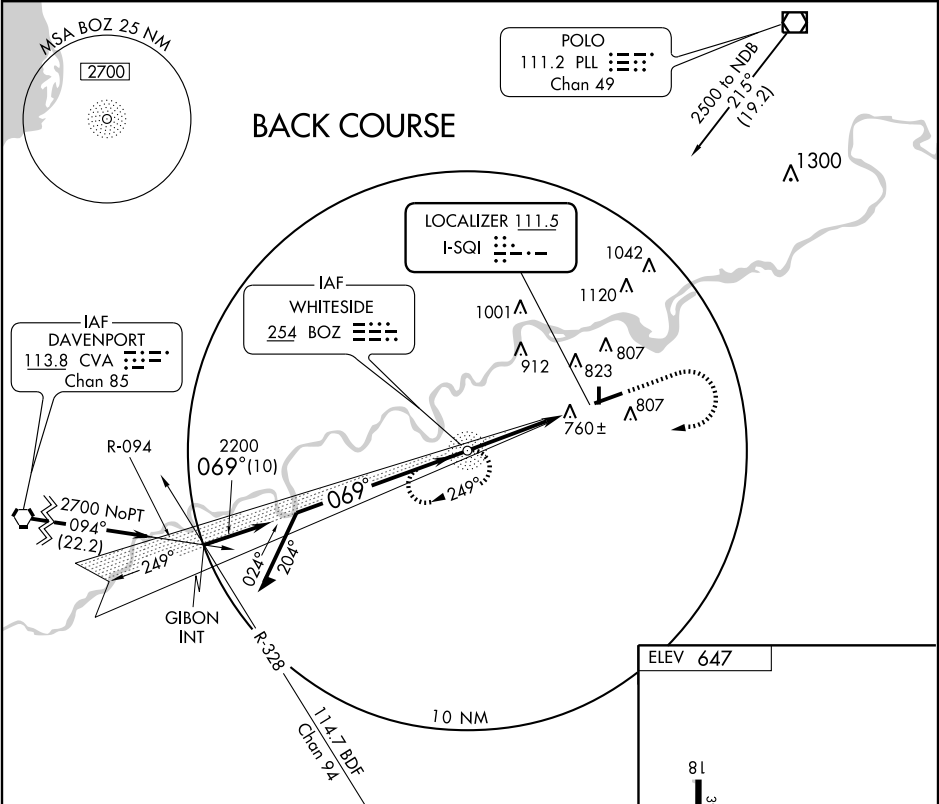
EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-SQI 111.5	APP CRS 069°	Rwy Idg TDZE Apt Elev 6498 647 647
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STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)
LOC BC RWY 7

ADF REQUIRED		MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.	
AWOS-3 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0



Remain within 10 NM		NDB		1500	2200	BOZ
2200		249°		↑	↘	254
2200		069°				
Disregard glide slope indications.		2.94°				
		TCH 46				
		4.2 NM				
		0.7				
CATEGORY	A	B	C	D		
S-7	1020-1		373 (400-1)	1020-1¼		
				373 (400-1¼)		
CIRCLING	1140-1	493 (500-1)	1140-1½	1200-2		
			493 (500-1½)	553 (600-2)		
					MIRL Rwy 18-36 0	
					HIRL Rwy 7-25 0	
					REIL Rws 7, 18 and 36 0	
					FAF to MAP 4.2 NM	
					Knots	60 90 120 150 180
					Min:Sec	4:12 2:48 2:06 1:41 1:24

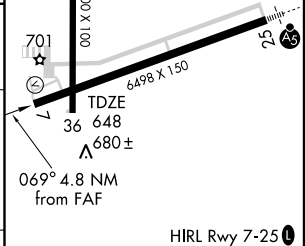
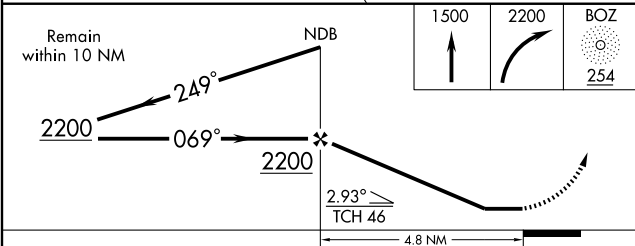
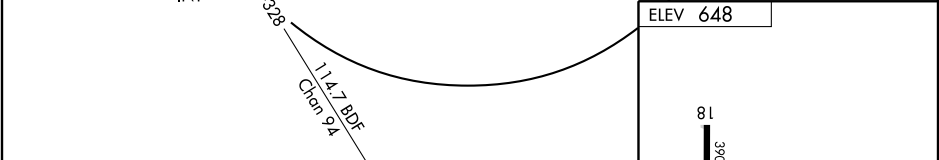
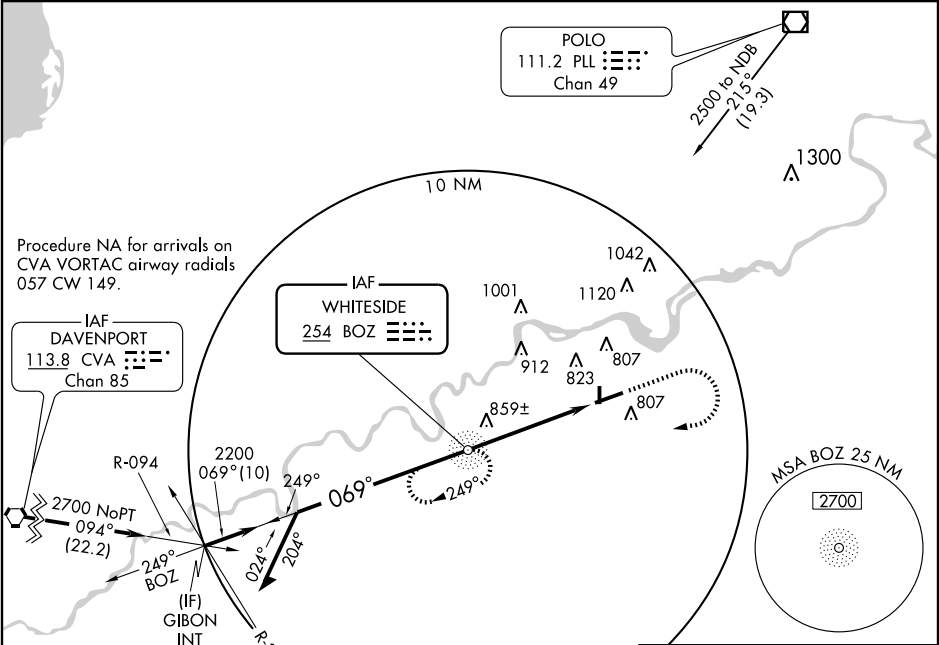
NDB BOZ 254	APP CRS 069°	Rwy Idg TDZE Apt Elev	6498 648 648
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STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

NDB RWY 7

<p>⚠ When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet. ⚠ Visibility reduction by helicopters NA.</p>	MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.
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AWOS-3 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D	MIRL Rwy 18-36 0					
S-7	1160-1	512 (600-1)	1160-1½ 512 (600-1½)	1160-1¾ 512 (600-1¾)	REIL Rws 7, 18 and 36 0					
					FAF to MAP 4.8 NM					
CIRCLING	1160-1	512 (600-1)	1160-1½ 512 (600-1½)	1200-2 552 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6498
069°	TDZE	648
	Apt Elev	648

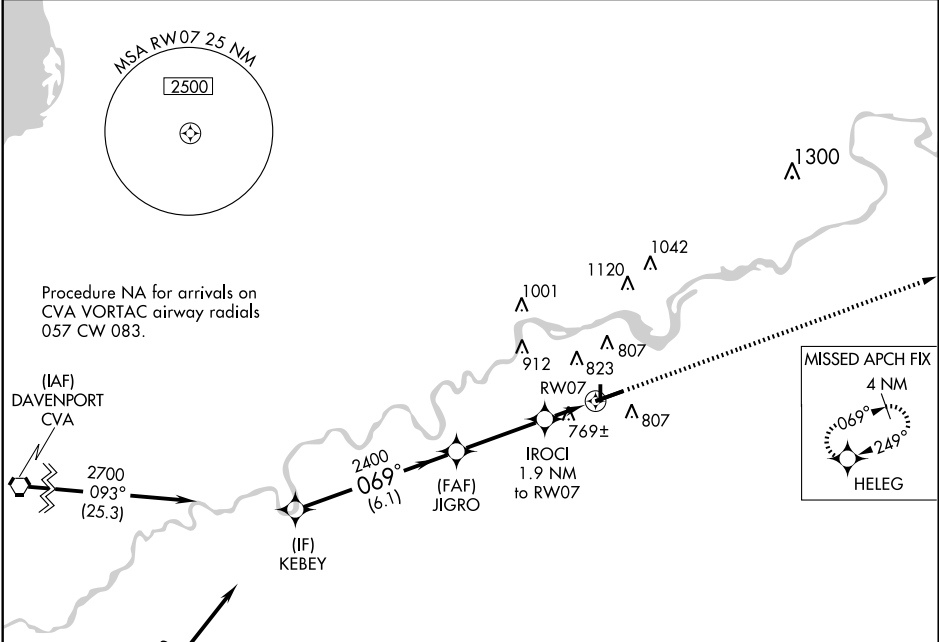
STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

RNAV (GPS) RWY 7

⚠ When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and increase LNAV Cat. C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Clinton altimeter setting.

MISSED APPROACH: Climb to 2700 direct HELEG and hold.

AWOS-3 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0
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Procedure Turn NA

KEBEY 2700

JIGRO 2400

IROCI 1300

HELEG 2700

6.1 NM

3.4 NM

0.9 NM

1 NM

ELEV 648

81

701

36

6498 X 150

TDZE 648

680±

069° to RWY 07

CATEGORY	A	B	C	D
LNAV MDA	1020-1 372 (400-1)			1020-1¼ 372 (400-1¼)
CIRCLING	1140-1 492 (500-1)	1140-1½ 492 (500-1½)		1200-2 552 (600-2)

HIRL Rwy 7-25

MIRL Rwy 18-36

REIL Rws 7, 18 and 36

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EC-3, 21 OCT 2010 to 18 NOV 2010

STERLING ROCKFALLS, ILLINOIS

AL-5388 (FAA)

WAAS CH 57910 W25A	APP CRS 249°	Rwy Idg TDZE Apt Elev	6498 647 648
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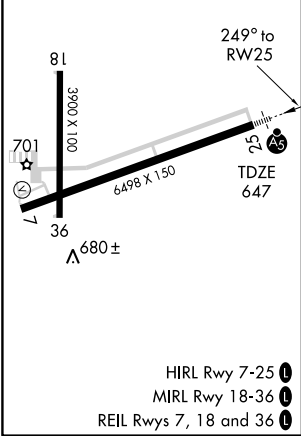
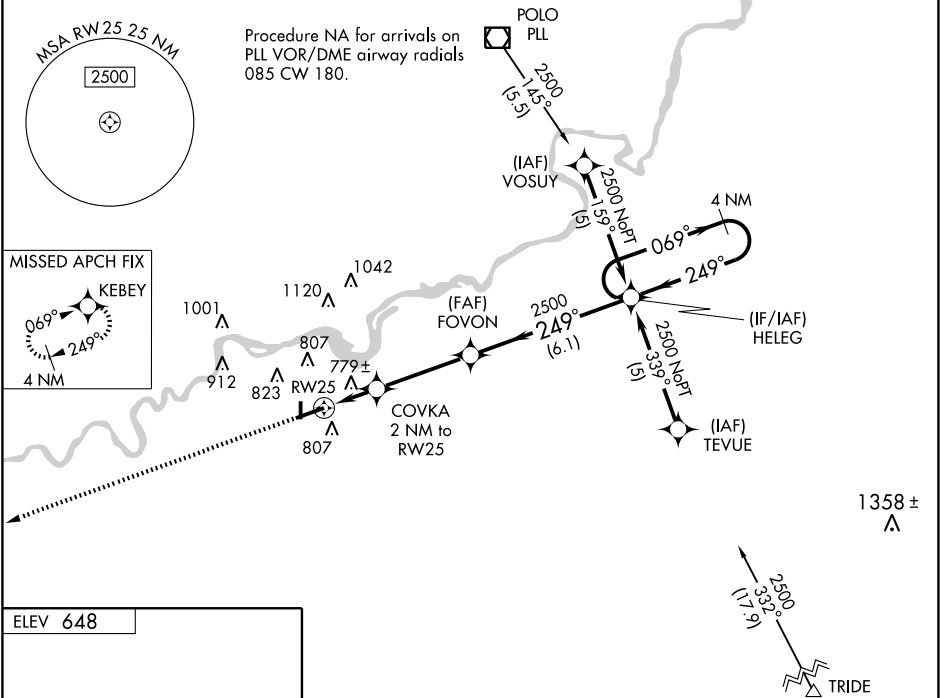
STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

RNAV (GPS) RWY 25

When local altimeter setting not received, use Clinton altimeter setting and increase all DA and MDA 80 feet and increase LNAV/VNAV visibility all Cats. 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Clinton altimeter setting. For inoperative MALSR, increase LNAV Cat. D visibility to 1 1/4 mile.

MALSR MISSED APPROACH: Climb to 2500 direct KEBEY and hold.

AWOS-3 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0
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2500	KEBEY	COVKA 2 NM to RW25	FOVON	HELEG	4 NM Holding Pattern
*LNAV Only.		*1.1 NM to RW25			
		*1340			
		1.1 NM	0.9	3.6 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA	897-1 1/2 250 (300-1 1/2)				
LNAV/VNAV DA	1084-1 437 (500-1)				
LNAV MDA	1060-1 1/2	413 (500-1 1/2)	1060-3 4 413 (500-3 4)	1060-1 413 (500-1)	
CIRCLING	1140-1	492 (500-1)	1140-1 1/2 492 (500-1 1/2)	1200-2 552 (600-2)	

STERLING ROCKFALLS, ILLINOIS WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)
Orig 08325 41° 45'N-89° 41'W STERLING ROCKFALLS/
RNAV (GPS) RWY 25

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

STERLING/ROCKFALLS

WHITESIDE CO ARPT—JOS H BITTORF FLD (SQI) 2 S UTC−6(−5DT) N41°44.57' W89°40.58'

CHICAGO

648 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SQI

H−5D, L−28G

RWY 07−25: H6498X150 (ASPH−PFC) S−50, D−60, 2D−90 HIRL

IAP

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 46'. Tree.

RWY 25: MALSR. Tree.

RWY 18−36: H3900X100 (ASPH−GRVD) S−18 MIRL

RWY 18: REIL. Brush.

RWY 36: REIL. Road.

AIRPORT REMARKS: Attended Oct−Apr 1400−0000Z†, May−Sep

1400−0100Z†. Unattended New Years; Christmas; and Thanksgiving. Rwy 07 preferred calm wind rwy. TPA—1448 (800) for piston acft, 2148 (1500) for jet acft. MIRL Rwy 18−36 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 07−25; MALSR Rwy 25 and REIL Rws 07, 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS−3 119.175 (815) 626−2704.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ROCKFORD APP/DEP CON** 126.0 **ROCKFORD CLNC DEL** 128.0

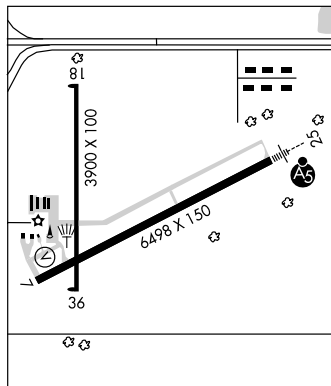
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 204° 15 NM to fld. 840/3E. **HIWAS.**

NDB (MHW) 254 BOZ N41°42.67' W89°47.14' 068° 5.3 NM to fld.

ILS 111.5 I−SQI Rwy 25 Unmonitored. Localizer BC unusable byd 15 NM.



TAYLORVILLE MUNI (TAZ) 2 SW UTC−6(−5DT) N39°31.95' W89°19.84'

ST LOUIS

622 B S4 FUEL 100LL, JET A TPA—See remarks NOTAM FILE TAZ

L−27C

RWY 18−36: H4001X75 (ASPH−PFC) MIRL

IAP

RWY 18: REIL. PVASI(P5IL)—GA 3.0° TCH 39' Tree.

RWY 36: PVASI(P5IL)—GA 3.0° TCH 34'. Tree.

RWY 09R−27L: H3500X60 (ASPH) MIRL

RWY 09R: REIL. PVASI(P5IL)—GA 3.0° TCH 26'. Rgt tfc.

RWY 27L: REIL. PVASI(P5IL)—GA 4.0° TCH 33'. Tree.

RWY 09L−27R: 1920X180 (TURF)

RWY 09L: Tree. RWY 27R: Thld dspcd 300'. Road. Rgt tfc.

AIRPORT REMARKS: Attended Mon−Sun 1400−0000Z†. Fuel 100LL and

JET A self svc with credit card. Parachute Jumping. 172' high water twr located 3007' from end of Rwy 27L and 488' left of rwy centerline. Lighted with red obstacle lights. TPA 1422(800) TPA for Rwy 09L−27R 1222(600). PVASI left side of Rwy 18 750' from apch end and PVASI left side of Rwy 36 650' from apch end. Rwy 09L end marked with white rocks. Rwy 27R end not marked. Rwy 27R thld marked with L-shaped white rock. Rwy 18 PVASI opr only when rwy lgts are activated by CTAF. Unusable byd 6° left/rgt of course. Rwy 36 PVASI unusable byd 5° left/rgt of centerline. Rwy 09R PVASI unusable byd 8° rgt of course. Rwy 27L PVASI unusable 6° rgt/8° left of course. MIRL Rwy 18−36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09R−27L, PVASI Rwy 09R, Rwy 18, Rwy 27L and Rwy 36 and REIL Rwy 09R, Rwy 18 and Rwy 27L—CTAF.

WEATHER DATA SOURCES: AWOS−3 123.875 395 TAZ (217) 824−9323.

COMMUNICATIONS: CTAF/UNICOM 122.8

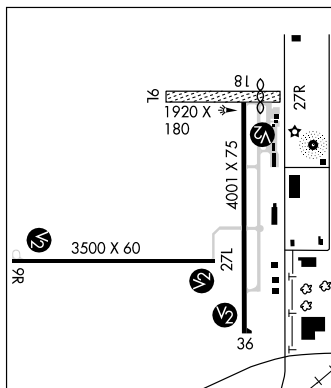
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200−0400Z†)

KANSAS CITY CENTER APP/DEP CON 124.3 (0400−1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38' W89°40.66' 140° 24.4 NM to fld. 586/1W.

NDB (MHW) 395 TAZ N39°32.17' W89°19.42' at fld. **AWOS−3.** NOTAM FILE STL. Unmonitored. NOTAM FILE TAZ.



TINLEY PARK HELISTOP (See CHICAGO/TINLEY PARK)

TRI-COUNTY (See YATES CITY)

TRI-TOWNSHIP (See SAVANNA)

NDB TAZ	APP CRS	Rwy Idg	4001
395	168°	TDZE	620
		Apt Elev	622

NDB RWY 18

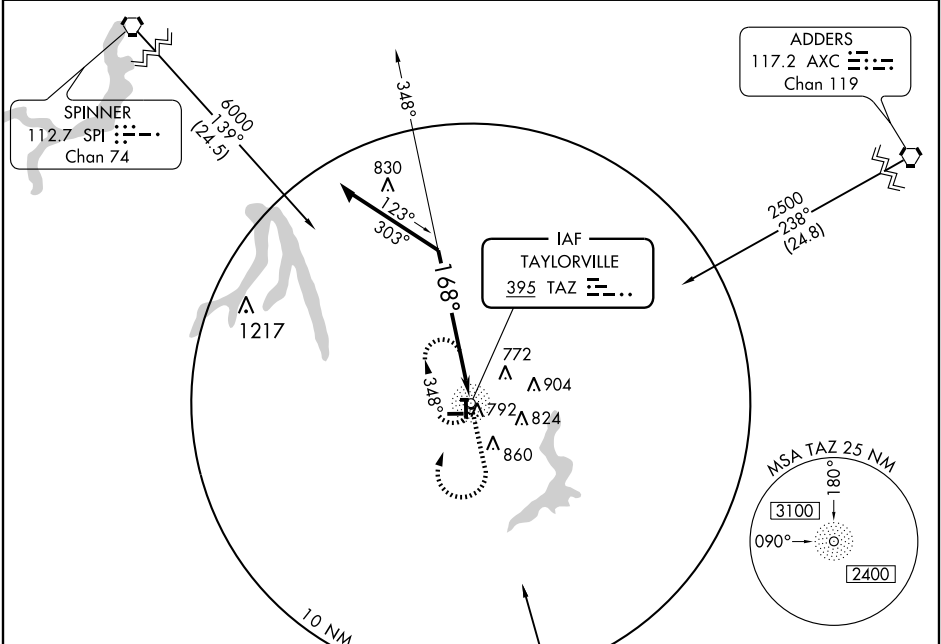
TAYLORVILLE MUNI (TAZ)

⚠

When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 80 feet. Increase S-18 Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2500 then right turn direct TAZ NDB and hold.

AWOS-3 123.875 395.0	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

NDB

2500

348°

168°

2500

TAZ

ELEV 622

168° to NDB

1920 X 180 0

81

27R

TDZE 620

52 X 100P

36

3500 X 60

9R

27L

36

CATEGORY	A	B	C	D
S-18	1180-1	560 (600-1)	1180-1½ 560 (600-1½)	NA
CIRCLING	1180-1	558 (600-1)	1180-1½ 558 (600-1½)	NA

REIL Rwy 9R, 27L and 18 0

MIRL Rwy 9R-27L and 18-36 0

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36
TAYLORVILLE MUNI (T.A.Z)

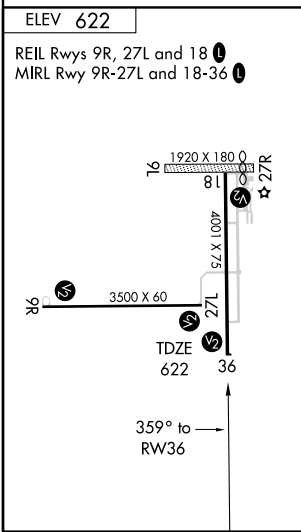
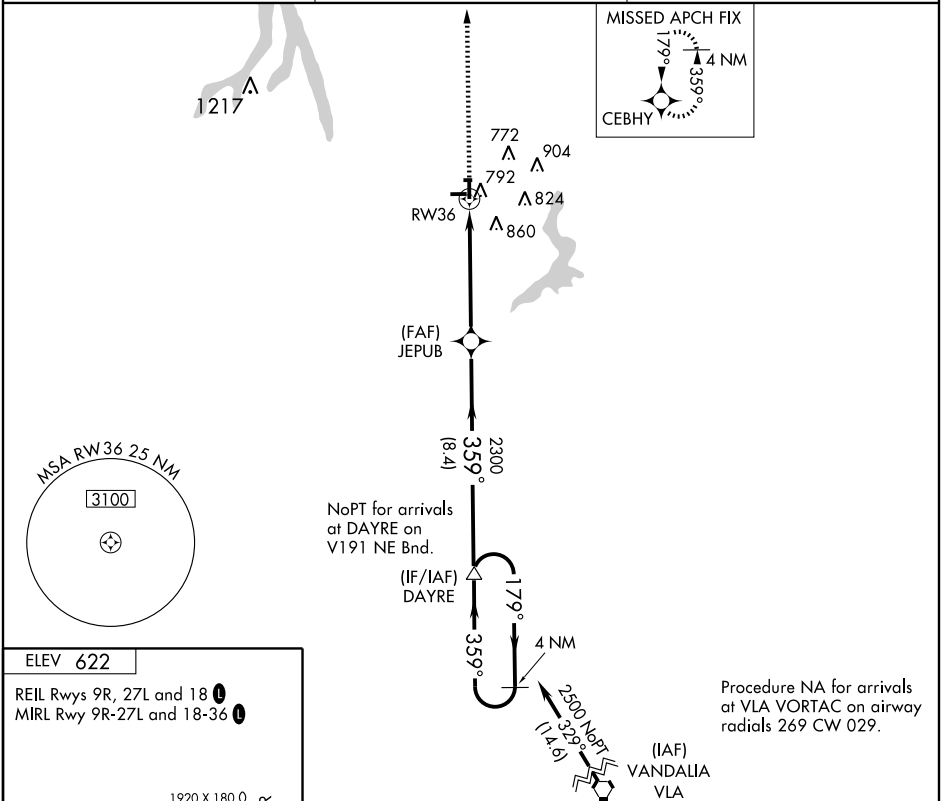
APP CRS	Rwy Idg	4001
359°	TDZE	622
	Apt Elev	622

⚠ If local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet. When VGSI inop, circling Rwy 18 NA at night.

⚠ DME/DME RNP-0.3 NA. LNAV MDA minimums NA at night.

MISSED APPROACH: Climb to 2300 direct CEBHY and hold.

AWOS-3 123.875 395.0	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.8 (CTAF) 0
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2300	CEBHY	4 NM	DAYRE	4 NM	Holding Pattern
CATEGORY	A	B	C	D	
LNAV MDA	1100-1	478 (500-1)	1100-1¼ 478 (500-1¼)	NA	
CIRCLING	1160-1	538 (600-1)	1160-1½ 538 (600-1½)	NA	

EC-3, 21 OCT 2010 to 18 NOV 2010

EC-3, 21 OCT 2010 to 18 NOV 2010

TROY N38°44.35' W89°55.12' NOTAM FILE STL.
(L)VORTACW 116.0 TOY Chan 107 090° 5.3 NM to St Louis Metro-East/Shافر Fld.
570/4E.

ST LOUIS
H-5D, L-27C, A

TUNGG N40°36.34' W89°35.59' NOTAM FILE PIA.
NDB (MHW/LOM) 356 PI 307° 5.8 NM to General Downing-Peoria Intl.

CHICAGO
L-27C

TUSCOLA (K96) 2SW UTC-6(-5DT) N39°46.85' W88°18.37'
665 S4 FUEL 80, 100LL TPA-1465(800) NOTAM FILE STL
RWY 09-27: 2660X30 (GRVL) LIRL

ST LOUIS

RWY 09: Tree. RWY 27: Thld dsplcd 660'. Road.

AIRPORT REMARKS: Attended Mon-Fri, 1400-2200Z±. Rwy 09-27 surface is a chip and seal. Rwy 27 dsplcd thld lgts NSTD, consist of two on each side spaced at 10' btn lgts. Seasonal crops AER 09 can periodically block view of thld lgts. There is no lighted, marked dsplcd thld for ngt ops. Rwy lighting alignment does not define center of rwy. NOTE: See Special Notices—Model Rocket Activity.

COMMUNICATIONS: CTAF 122.9

UNIVERSITY OF ILLINOIS-WILLARD (See CHAMPAIGN/URBANA)

URBANA

FRASCA FLD (C16) 1 N UTC-6(-5DT) N40°08.78' W88°11.91'
735 FUEL 100LL, JET A OX 3 TPA-1535(800) NOTAM FILE STL

CHICAGO
L-27C
IAP

RWY 09-27: H4001X55 (CONC) MIRL 0.3% up W

RWY 09: Tree. RWY 27: Pole. Rgt tfc.

RWY 18-36: 3654X140 (TURF)

RWY 36: Thld dsplcd 318'. Pole.

AIRPORT REMARKS: Attended dawn-dusk.

COMMUNICATIONS: CTAF/UNICOM 122.8

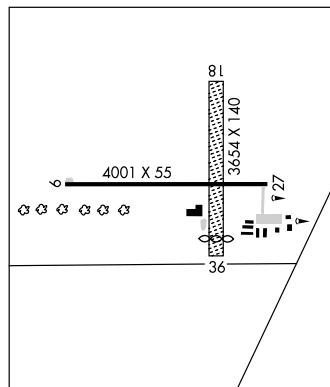
CHAMPAIGN RCO 122.45, 122.1R, 110.0T (ST LOUIS RADIO)

® CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z±)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'
W88°16.56' 025° 7.6 NM to fld. 745/3E.




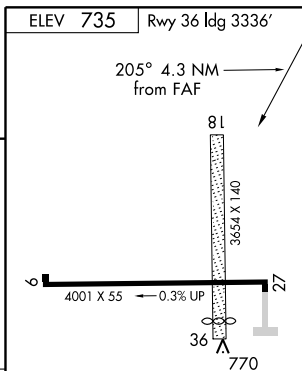
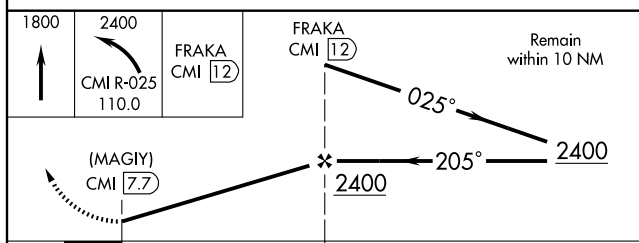
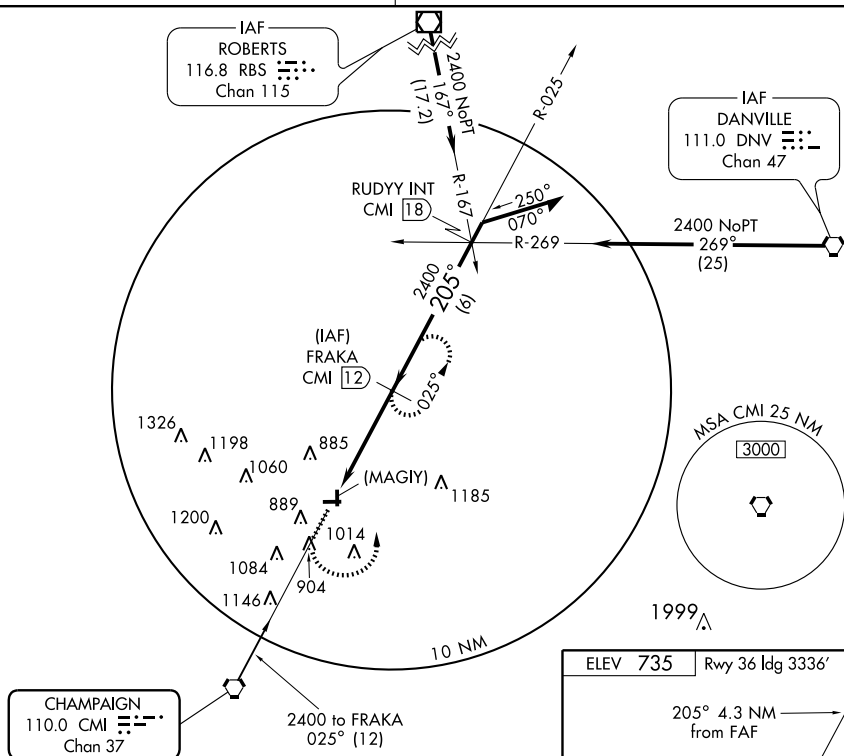
VANDALIA N39°05.62' W89°09.75' NOTAM FILE STL.
(L) VORTAC 114.3 VLA Chan 90 178° 6.2 NM to Vandalia Muni. 604/4E.
RCO 122.1R 114.3T (ST LOUIS RADIO)

ST LOUIS
H-5E, L-27C

VORTAC CMI 110.0 Chan 37	APP CRS 205°	Rwy Idg TDZE Apt Elev	N/A N/A 735
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VOR/DME or GPS-B
URBANA /FRASCA FIELD (C16)

 NA Use Champaign altimeter setting; if not received, use Decatur altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 via CMI R-025 to FRAKA 12 DME and hold.
CHAMPAIGN APP CON ★ 121.35 291.0	UNICOM 122.8 (CTAF)

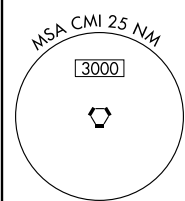
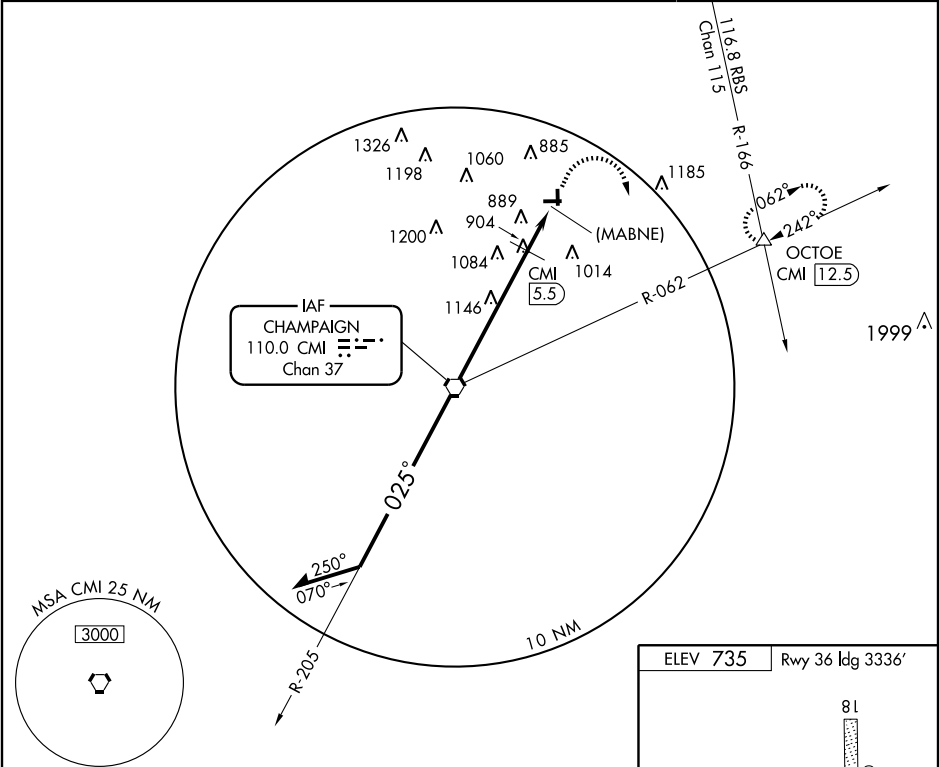


		4.3 NM				MIRL Rwy 9-27					
CATEGORY	A	B	C	D							
CIRCLING	1220-1	485 (500-1)	1220-1½ 485 (500-1½)	1320-2 585 (600-2)							
DECATUR ALTIMETER SETTING MINIMUMS											
CIRCLING	1360-1	625 (700-1)	1360-1¾ 625 (700-1¾)	1460-2¼ 725 (800-2¼)	Knots	60	90	120	150	180	
					Min:Sec						

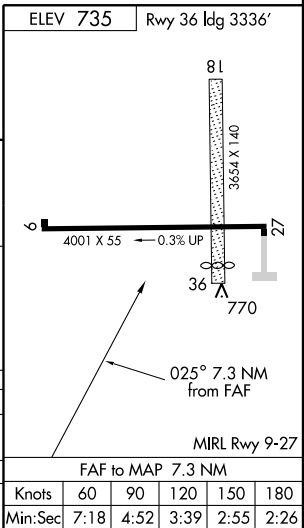
VORTAC CMI	APP CRS	Rwy Idg	N/A
110.0	025°	TDZE	N/A
Chan 37		Apt Elev	735

VOR or GPS-A
URBANA /FRASCA FIELD (C16)

<div>▲ NA</div> <div>Use Champaign altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 140 feet and visibilities ½ mile.</div>	<div>MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 via CMI R-062 to OCTOE Int and hold.</div>
<div>CHAMPAIGN APP CON ★</div> <div>121.35 291.0</div>	<div>UNICOM</div> <div>122.8 (CTAF)</div>

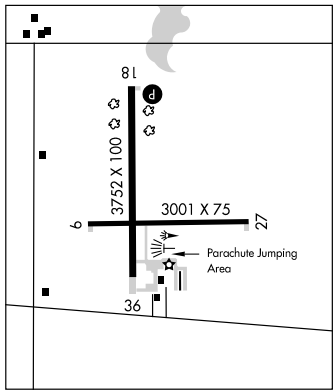


Remain within 10 NM		VORTAC	
2500		2000	
2300		2500	
*1620 Decatur altimeter setting		CMI R-062 110.0	
*1480		OCTOE INT	
5.5 NM		1.8 NM	
CATEGORY	A	B	C
CIRCLING	1480-1 745 (800-1)	1480-1¼ 745 (800-1¼)	1480-2¼ 745 (800-2¼)
DME MINIMUMS			
CIRCLING	1260-1	525 (600-1)	1260-1½ 525 (600-1½)



VANDALIA MUNI (VLA) 3 NW UTC-6(-5DT) N38°59.49' W89°09.97'
537 B FUEL 100LL, JET A NOTAM FILE STL
RWY 18-36: H3752X100 (ASPH-PFC) S-21 MIRL
RWY 18: REIL. PAPI (P4L)—GA 3.0 TCH 20'. Road.
RWY 36: Road.
RWY 09-27: H3001X75 (ASPH) S-19 MIRL
RWY 09: Tree. RWY 27: REIL. Tree.
AIRPORT REMARKS: Attended 1400-2300Z+. Fuel is self-serve with credit card. Parachute Jumping. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 18, and REILS Rwy 18 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS-A 122.8 (618) 283-9595.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 114.3T (ST LOUIS RADIO)
KANSAS CITY CENTER APP/DEP CON 124.3
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
(L) VORTAC 114.3 VLA Chan 90 N39°05.62' W89°09.75'
178° 6.2 NM to fld. 604/4E.

ST LOUIS
L-27C
IAP



VEALS N39°57.97' W88°10.95' NOTAM FILE CMI.
NDB (LOM) 407 CM 315° 6.2 NM to University of Illinois-Willard.

CHICAGO

VERMILION RGNL (see DANVILLE)

WATSON

PERCIVAL SPRINGS (2T2) 1 SE UTC-6(-5DT) N39°00.84' W88°32.34'
550 B TPA-950(400) NOTAM FILE STL
RWY 18-36: 2000X100 (TURF) LIRL (NSTD)
RWY 18: Road. RWY 36: Road.
AIRPORT REMARKS: Attended 1400Z+-dusk. Predominantly ultralight and stol activity on and invof arpt. Pilots advised to monitor 122.8 due to close proximity of Effingham Co Mem. EMS helicopter operation with extensive activity is based at this arpt. Rwy 18-36 NSTD LIRL, lgts are solar powered and lgt ints varies. Windsock on top of building is lgtl with flood lgt. Rwy 18 ends marked with one orange cone on each side of rwy end.
COMMUNICATIONS: CTAF 122.9

ST LOUIS

WAUKEGAN RGNL (See CHICAGO/WAUKEGAN)

WAUKE N42°27.84' W87°48.09' NOTAM FILE DPA.
NDB (LOM) 379 UG 233° 3.4 NM to Waukegan Rgnl.

CHICAGO

WAYNE CO N38°22.80' W88°24.59' NOTAM FILE FWC.
NDB (MHW) 257 FWC at Fairfield Muni.

ST LOUIS
L-27C

WEST CHICAGO (See CHICAGO/WEST CHICAGO)

WHEELING (See CHICAGO/WHEELING)

WHITESIDE N41°42.67' W89°47.14' NOTAM FILE IKK.
NDB (MHW) 254 BOZ 068° 5.3 NM to Whiteside Co Arpt-Jos H. Bittorf Fld.

CHICAGO
L-28G

WHITESIDE CO ARPT-JOS H BITTORF FLD (See STERLING/ROCKFALLS)

WILLIAMSON CO RGNL (See MARION)

YATES CITY

TRI-COUNTY (2C6) 03 W UTC-6(-5DT) N40°46.44' W90°04.47'
661 NOTAM FILE IKK
RWY 02-20: 2809X150 (TURF) LIRL (NSTD)
RWY 02: Trees. RWY 20: Trees.
AIRPORT REMARKS: Attended on call. Geese on and invof arpt. ACTIVATE NSTD LIRL Rwy 02-20—CTAF. Rwy 02-20 NSTD LIRL due to spacing. Rwy 02-20 thld marked with white gravel.
COMMUNICATIONS: CTAF 122.9

CHICAGO

APP CRS	Rwy Idg	3752
181°	TDZE	534
	Apt Elev	537

RNAV (GPS) RWY 18
VANDALIA MUNI (VLA)

▲ NA DME/DME RNP -0.3 NA.
Use Salem-Leckrone altimeter setting; if not received, use
Centralia Muni altimeter setting and increase all MDAs 20 feet.

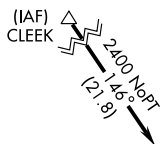
MISSED APPROACH: Climb to 2400 direct SEYRO and hold.

AWOS-A
122,8

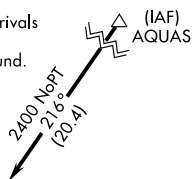
SALEM-LECKRONE
AWOS-3
118.525

KANSAS CITY CENTER
124.3 269.15

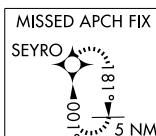
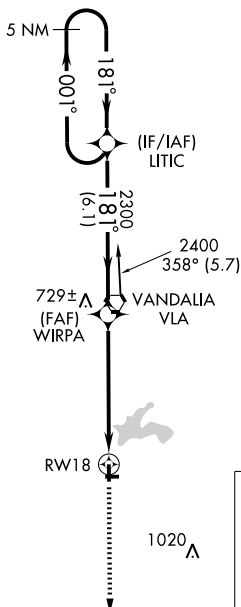
UNICOM
122.8 (CTAF) **L**



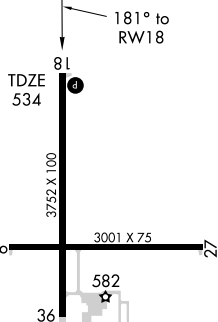
Procedure NA for arrivals
at AQUAS
via V313 northbound.



1307



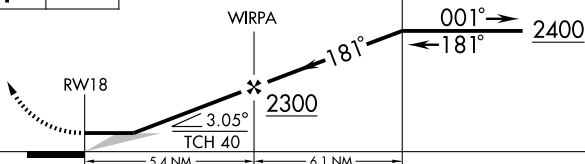
ELEV 537



REIL Rwy 18 and 27 **L**
MIRL Rwy 9-27 and 18-36 **L**



5 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1040-1	506 (600-1)	1040-1½	506 (600-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)

VANDALIA, ILLINOIS

Orig 10154

38°59'N-89°10'W

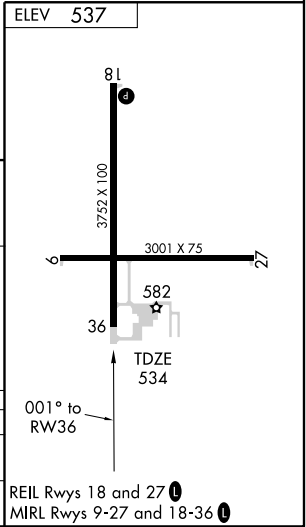
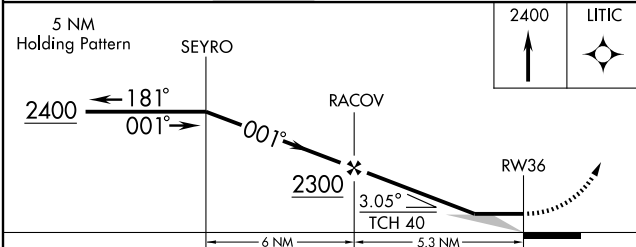
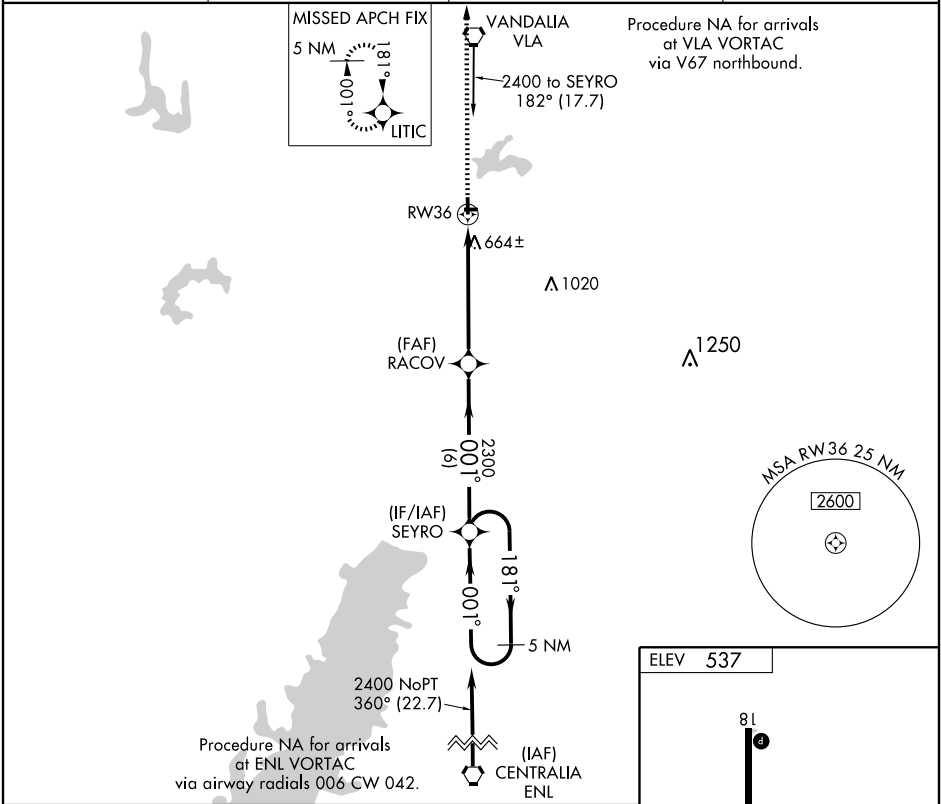
VANDALIA MUNI (VLA)
RNAV (GPS) RWY 18

RNAV (GPS) RWY 36
VANDALIA MUNI (VLA)

APP CRS	Rwy Idg	3752
001°	TDZE	534
	Apt Elev	537

▲ NA	DME/DME RNP -0.3 NA. Use Salem-Leckrone altimeter setting; if not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climb to 2400 direct LITIC and hold.
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AWOS-A 122.8	SALEM-LECKRONE AWOS-3 118.525	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 1
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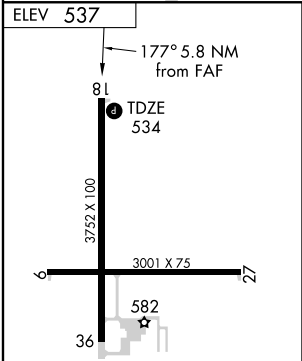
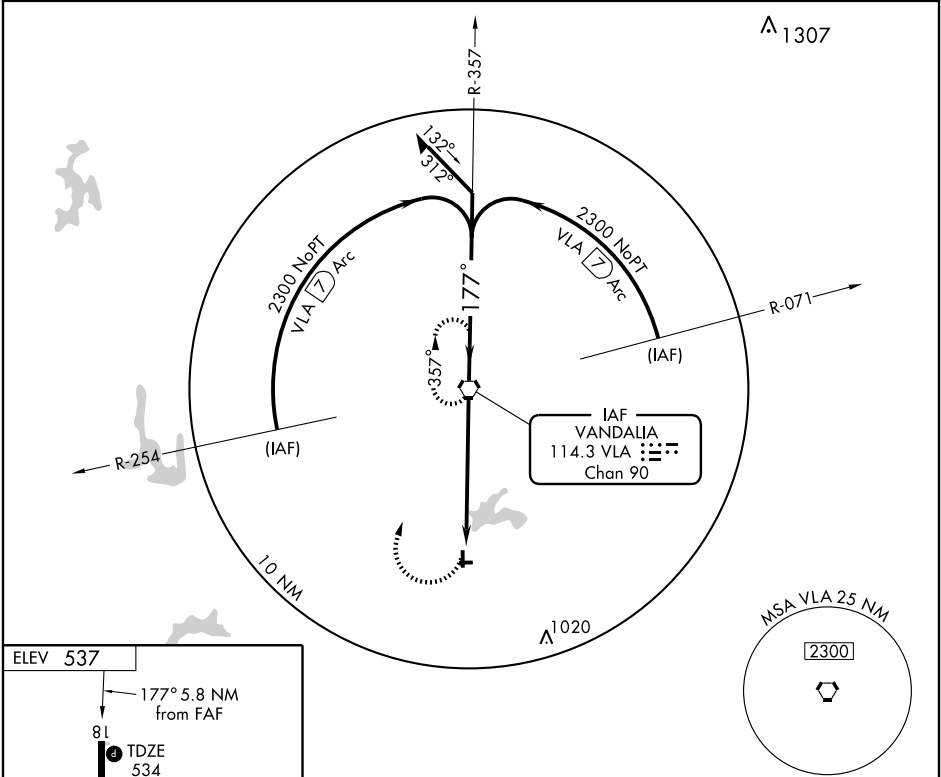
CATEGORY	A	B	C	D
LNAV MDA	980-1	446 (500-1)	980-1½ 446 (500-1½)	980-1½ 446 (500-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)

VORTAC VLA	APP CRS	Rwy Idg	3752
114.3	177°	TDZE	534
Chan 90		Apt Elev	537



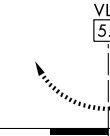

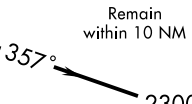
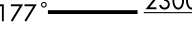
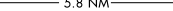
VOR RWY 18
VANDALIA MUNI (VLA)

⚠ NA	Use Salem-Leckrone altimeter setting. If not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climbing right turn to 2300 direct VLA VORTAC and hold.
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AWOS-A 122.8	SALEM-LECKRONE AWOS-3 118.525	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0
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REIL Rwys 18 and 27 L					
MIRL Rwys 9-27 and 18-36 L					
FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

					
					
					
CATEGORY	A		B	C	D
S-18	1140-1 606 (700-1)		1140-1 3/4 606 (700-1 3/4)	NA	
CIRCLING	1160-1 623 (700-1)		1160-1 3/4 623 (700-1 3/4)	NA	